

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

27 August, 1943

SUBJECT: Intelligence Report

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

1. Hot News

B-17s in distress were reported as follows:

1. 1350 hours, 1 going down, 4 chutes.
2. 1405 hours, 1 on fire followed by fighters, 6 chutes, near Aachen.
3. 1420 hours, 1 going down, nine chutes.
4. 1435 hours, 1 going down in spin, 10 chutes.
5. 1438 hours, 2 blew up, 2 chutes, south of Frankfurt.
6. 1505 hours, 1 going down under control, 3 chutes; 1 going down under control, no chutes; 1 burning, 8 chutes; all over target area.
7. 1525 hours, 1 blew up, 5 chutes.
8. 1605 hours, 1 going down, 3 chutes.
9. 1620 hours, 1 spinning down, crashed in flames, 7 chutes near Aachen.
10. 1625 hours, 1 exploded, 3 chutes; 1 going down, 10 chutes, near Aachen.
11. 1640 hours, 1 hit ground and blew up, 7 chutes.
12. 1640 hours, 1 going down, 2 chutes.
13. 1655 hours, 1 going down, 4 chutes.
14. B-17 ditched 15 miles west of Blankenberge at 1825.

B-17s observed in distress total 17. Parachutes observed opening from these planes total 83. In addition, at 1400 hours, one B-26 was seen going down; 5 chutes opened.

2. Narrative

30 A/C took off at 1155, crossing English Coast at Clacton at 1321. Course as briefed. I.P. changed at second briefing. 306th went direct to target. Our 9 ships in composite report 2nd Task Force had difficulty locating target. Crossed enemy coast at northern tip of Walcheren Island at 1348. Over target at 1505, leading 3rd Task Force. Heading 118°, Mag. All A/C bombed Primary and returned to base at 1815.

3. Bombing

Fair. Crews think bombing better than seems to be borne out by first photos.

4. Abortive

None

5. Enemy Aircraft

Between 100-150 E/A encountered, mainly FW190's. Attacks began at 1410, tapered off before I.P. Our Group not bothered by fighters from I.P. to target and for some distance beyond. On way back encountered fighters again, attacks continuing until 1610. Tremendous dog fights reported between P47's and E/A. P47's beyond praise. New tactic, E/A came in up to 20 at a time, from high above in front, out of sun, our top turrets getting most of shots. Some tail attacks from 6 o'clock level. Colors green, grey, some black and white. Night fighters were up, attacking composite especially. Up to 50 attacks on our Group. We have 24 claims. At least 12 E/A seen to break up in air, a number of enemy pilots bailing out.

6. A.A. Gun Fire

A.A. fire from Flushing, Antwerp, Diest, Herenthals, Schweinfurt, Brecht and Liege was meager, scattered continuously pointed. Intense barrages reported over Frankfurt, Koln, and Bonn. No A/C near at this time. Red bursts were seen at Antwerp and single greenish yellow bursts were seen at Antwerp and Schweinfurt.

7. Observations

3 FW190's came in close and were reported by two men as having British markings. Both reports positive. 3 FW189's reported. Intense activity, mostly barges on the Rhine between Bonn and Cologne. Smoke screens at Antwerp, Bonn, Cologne, Mannheim and at Target.

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

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

SUBJECT: Fuel Consumption Report of Mission 17 August 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 NOS.	TIME FLOWN	FUEL CONSUMED
367th	42-29815	6:10	1375 gals.
367th	42-5306	6:21	1350 gals.
367th	42-29894	6:21	1415 gals.
367th	42-29794	6:20	1400 gals.
367th	42-5407	6:22	1375 gals.
367th	42-30175	7:03	1600 gals.
367th	42-29554	6:17	1450 gals.
367th	42-5720	6:00	1425 gals.
368th	42-29741	6:11	1500 gals.
368th	42-30163	6:18	1520 gals.
368th	42-5428	6:19	Not refueled due to battle damage
368th	42-3142	6:18	1420 gals.
368th	42-29498	6:56	1600 gals.
368th	41-24560	6:13	1530 gals.
368th	42-5054	6:13	Not refueled due to battle damage
368th	42-30586	6:08	1520 gals.
368th	42-5052	6:10	1450 gals.
369th	42-9993	6:19	1625 gals.
369th	42-29477	6:19	1500 gals.
369th	42-3189	6:19	1335 gals.
369th	42-29739	6:22	1575 gals.
369th	41-24629	6:11	1575 gals.
369th	42-29629	7:24	1610 gals.
423rd	42-29971	6:05	1530 gals.
423rd	42-29809	6:05	1465 gals.
423rd	42-29930	6:10	1510 gals.
423rd	42-5714		Not refueled due to battle damage
423rd	42-30221	6:10	1520 gals.
423rd	42-30603	6:07	1490 gals.
423rd	42-4557	5:37	1505 gals.

b. The 306th Bombardment Group (H) was the first Group in the 102nd Combat Wing Formation.

c. The 306th Composite Group was the third Group in the Composite Combat Wing.

B 17s in distress.

B 17s in distress were reported as follows:

1. 1350 hours, 1 going down, 4 chutes.
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B 17s observed in distress total 17. Parachutes observed opening from these planes total 83.

In addition, at 1400 hours, one B 26 was seen going down; 5 chutes opened.

Hq. 306th Bomb Group (H)

FLAK REPORT

Date 17 August, 1943

Target Schweinfurt

1. Route followed.

51° 35' N - 03° 40' E (Flushing Island), I.P., target, Blankenberge.

2. Visibility at Target (Any condensation trails?)

Clear - few scattered clouds. Some condensation trails.

3. No. of A/C over Target.

30 A/C

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

$\begin{array}{r} 971 \\ 20500 \\ \hline 809 \\ 20900 \end{array}$	$\begin{array}{r} 557 \\ 20600 \end{array}$	$\begin{array}{r} 794 \\ 20500 \end{array}$	$\begin{array}{r} 306 \\ 21000 \\ \hline 894 \\ 21500 \end{array}$	$\begin{array}{r} 993 \\ 21000 \\ \hline 169 \\ 20700 \end{array}$	$\begin{array}{r} 477 \\ 21000 \end{array}$
$\begin{array}{r} 970 \\ 20500 \\ \hline 221 \\ 21700 \end{array}$	$\begin{array}{r} 714 \\ 21000 \end{array}$	$\begin{array}{r} 720 \\ 20500 \\ \hline 175 \\ 20900 \end{array}$	$\begin{array}{r} 407 \\ 21300 \\ \hline 554 \\ 20700 \end{array}$	$\begin{array}{r} 739 \\ 21000 \\ \hline 4629 \\ 21200 \end{array}$	$\begin{array}{r} 741 \\ 21500 \\ \hline 9629 \\ 21300 \end{array}$
$\begin{array}{r} 603 \\ 20250 \end{array}$					

5. General Axis of attack (from lead A/C if possible)

115° Mag.

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

50 seconds.

7. Turn after bombing.

90° left turn off target - 20° bank.

8. Position of Group in relation to other Groups. Lead 3rd task force.

9. What evasive action was taken?

Slow turns, no change of altitude.

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

Flushing - meager, scattered, inaccurate, continuous following.

Antwerp - meager to moderate, four bursts at a time, accurate, black.

Red bursts also reported from Antwerp.

Diest - moderate, bursts of four, heavy, black, accurate, one B-17 was shot down by AA fire at this point.

10 miles S. of Herenthals - moderate, low inaccurate.

Frankfurt, Köln, Bonn - intense barrage over these cities, inaccurate.

no firing at our A/C.

Schweinfurt - meager, inaccurate, continuous following, not over 12 guns.

Brecht, Liege - AA positions not charted on our maps.

11. Any other Comments, Phenomena, etc.-2 instances of air-to-air bombing, inaccurate. FW 190 and 1's 110 firing rockets from the nose. Smoke screens at Bonn, Schweinfurt, Mannheim. Single large burst of greenish-yellow AA fire reported at Antwerp and Schweinfurt.

(OVER)

Composite - flew with 305th and 92nd.

			<u>163</u> 22400		<u>052</u> 22700	
	<u>305</u>		<u>142</u> 22300	<u>128</u> 21300		
<u>305</u>	<u>305</u>		<u>198</u> 22000	<u>585</u> 22000	<u>814</u> 21500	
	<u>305</u>		<u>054</u> 22100	<u>560</u> 22000		
<u>305</u>	<u>305</u>			<u>305</u>		
	<u>305</u>		<u>92</u>	<u>305</u>	<u>305</u>	
				<u>92</u>		

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

17 August, 1943.

SUBJECT: S-4 Combat Damage Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.
Att: S-2 Officer.

1. Following Aircraft of this Group were combat damaged to extent listed:

42-29794, 367th Sq-Slight, friendly 50 cal shell case hit #1 and #2 propellers.

42-29554, 367th Sq-Slight, friendly, 50 cal shell case hit nose and left landing light and Co-Pilots window.

42-5306, 367th Sq-Not damaged.

42-5720, 367th Sq-Slight, friendly, 50 cal shell case hit outer left wing, and left aeliron.

42-5407, 367th Sq-Slight flak damage to camera well and camera door.

42-30175, 367th Sq-Slight, friendly, 50 cal shell case hit top turret glass and Pilots window.

✓ 42-5428, 368th Sq-Serious, 303 and 20mm, Life raft well hit by 20mm releasing raft which hit stabelizer damaging same badly. Electric wiring hit by 20mm.

42-29741, 368th Sq-Not damaged.

✓ 42-5054, 368th Sq-Serious, 20mm underneath fuselage and by left waist.

42-29498, 368th Sq-Slight, friendly-Rations from life raft from A/C No. 42-5428 hit horizontal stabelizer, nose, and upper glass.

42-30586, 368th Sq-Not damaged.

41-24560, 368th Sq-Slight, frined, life raft from A/C No. 42-5428 hit left wingstub, #3 engine, Plexiglass nose hit by empty, shell cases.

42-29993, 369th Sq-Slight, Enemy, Antenna hit by 303, empty shell case hit camera door.

42-29739, 369th Sq-Not damaged.

42-3169, 369th Sq-Not damaged.

42-29971, 423rd Sq-Slight, Friend, Empty shell casings hit oxygen line and Co-Pilots windshield.

42-30603, 423rd Sq-Enemy, Slight, 303 hit Liaison antenna and 303 hit #1 Propeller.

42-30221, 423rd Sq-Not damaged.

42-29809, 423rd Sq-20mm and Flak, Enemy, Slight, right wing tip-Flak hit camera doors.

✓ 42-5714, 423rd Sq-Serious, Plane forced down at Chedburgh, #1 engine out hit by flak.

41-24557, 423rd Sq-Slight flak, wing flap.

42-29930, 423rd Sq-Slight 303, hit gas tank, 50 cal fire hit left outer wing.

42-29629, 369th Sq-Not damaged.

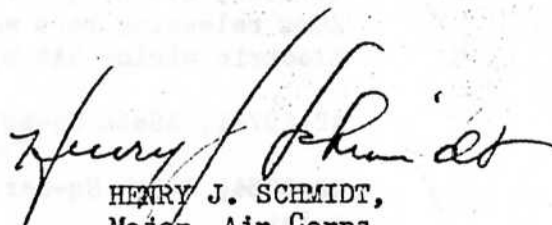
41-24629, 369th Sq-Not damaged.

42-29477, 369th Sq-Not damaged.

42-29815, 367th Sq-Friend, 50 cal fire hit right stabilizer and elevator.

42-29894, 367th Sq-Not damaged.

For the Commanding Officer:


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

TELETYPE REPORT

17 August 1943

(A) Narrative

S-1. Between 100-150 E/A encountered, mainly FW190's. Attacks began at 1410, tapered off before I.P. Our Group not bothered by fighters from I.P. to target and for some distance beyond. On way back encountered fighters again, attacks continuing until 1610. Tremendous dog fights reported between P47's ~~and~~ and E/A. P47's beyond praise. New tactic, E/A came in ~~up~~ up to 20 at a time, from high above in front, out of sun, our top turrets getting most of shots. Some tail attacks from 6 o'clock level. Colours green, grey, some black and white. Night fighters were up, attacking composite especially. Up to 50 attacks on our Group. We have 24 claims, details to follow. At least 12 E/A seen to break up in air, a number of enemy pilots bailing out.

S-2. A.A. fire from Flushing, Antwerp, Diest, Herenthals, Schweinfurt, Brecht and Liege was meager, scattered continuously pointed. Intense barrages reported over Frankfurt, Koln, and Bonn. No A/C near at this time. Red bursts were seen at Antwerp and single greenish yellow bursts were seen at Antwerp and Schweinfurt.

S-3. B-17 ditched 15 miles west of Blankenberge at 1825. B-17's reported in distress as follows:

S-4. One A/C, 42-5714 forced down at Chedburgh - #1 engine out, result of flak. Of 30 ships, three serious damage, 15 slight damage, 12 no damage.

S-5. Not available

S-6. 3 FW190's came in close and were reported by two men as having British markings. Both reports positive. 3 FW189's reported. Intense activity, mostly barges on the Rhine between Bonn and Cologne. Smoke screens at Antwerp, Bonn, Cologne, Mannheim and at TARGET.

S-7. Bombing fair. Crews think bombing better than seems to be borne out by first photos.

S-8. Crews praised the planning, execution and leadership of the whole mission.

S-9.

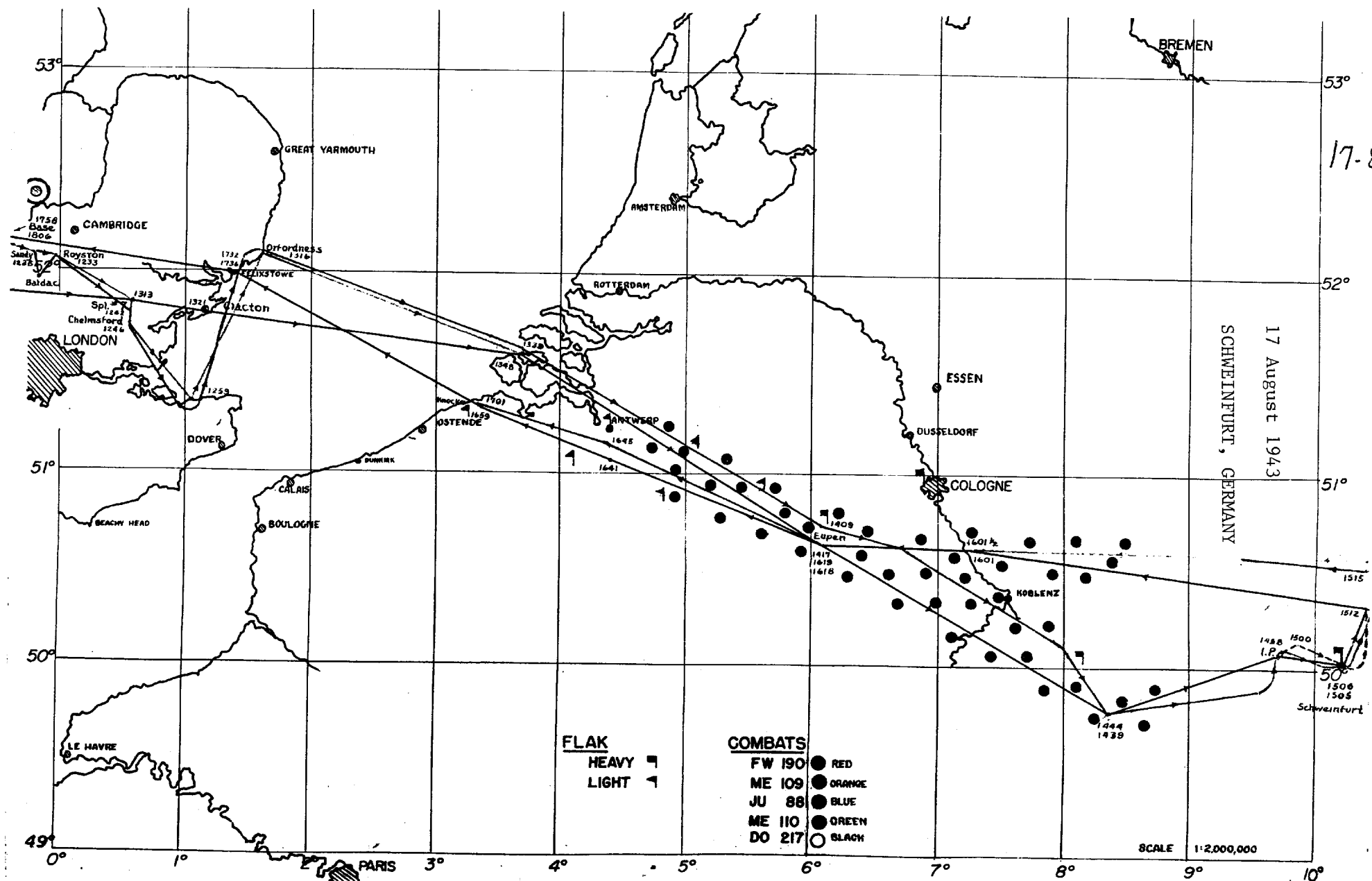
- (1) 30 A/C took off at 1155, leaving (2) Clacton at 1321.
- (3) Course as briefed. I.P. changed at second briefing. 306th went direct to target. Our 9 ships in composite report 2nd Task Force had difficulty locating target.
- (4) Northern tip of Walcheren Island, 13:48.
- (5) 1505, leading 3rd Task Force, 118° Mag.
- (6) 1815
- (7) All A/C bombed Primary
- (8) None.

WALCHEREN

For the COMMANDING OFFICER

JOHN A. BAIRNSFATHER,
Captain, AC,
S-2

244. 17-8-43



Nazis 307 Planes

Shuttle-Raid Forts

Got 140, Schweinfurt

Force 147, P47s 20

Weekend Offensive

Hits Nuremberg,

Enemy Fields

American airmen scored the biggest aerial victory of the entire war in their battle with Luftwaffe fighters during the Regensburg-Schweinfurt raids of Aug. 17, it was revealed yesterday.

Three hundred and seven enemy aircraft were destroyed in aerial combats by the gunners of Flying Fortresses and the P47 Thunderbolt pilots who flew to Germany to escort some of the formations back to Britain.

One hundred and forty planes were shot down by the Fort formations which battled their way across the Reich, shattered the Messerschmitt factory at Regensburg and then shuttled on to Africa, Eighth Air Force headquarters announced last night after a check of intelligence reports.

One hundred and forty-seven Nazi planes were destroyed by the Fortresses which struck the key roller bearing plant at Schweinfurt at the same time, and the Thunderbolt guns accounted for 20 more, making a total of at least 307 confirmed victims.

RAF's Best Score

The battles over Germany provided far and away the biggest air victory on any single day of the war—Allied or Axis. At the height of the Battle of Britain, the best day's score for the RAF—on Sept. 15, 1940—was 185 German planes shot down. The previous high for the Eighth Air Force was the tally of 87 chalked up on June 11 when the targets were Wilhelmshaven and Cuxhaven, in Germany. Eight Forts were lost that day.

The record score, however, was only a small portion of the day's achievements, since the bombs which burst across the Messerschmitt factory cut 30 per cent off the German production of day fighters for the next six months, according to official reports. The Regensburg factory was geared to turn out between 1,000 and 2,000 day fighters—depending on supplies—during the next six months.

In addition, uncounted scores of completed and nearly completed fighter planes were destroyed on the factory's vast dispersal area.

59 Bombers Lost

For the record score, the Eighth Air Force paid a known total of 59 bombers, the highest Allied loss of bombers on a single day's or night's mission yet in the war. Twenty-three Forts were reported missing from the Regensburg attack, it was announced, but the crews of four are known to be safe. It previously was announced that 36 bombers were lost on the Schweinfurt attack.

Commenting on the Regensburg operation, Brig. Gen. Frederick L. Anderson.

17 AUGUST 1943

17 August 1943

Twin Raids Pound Nazi War Plants

All Germany Is Laid Open To Allied Attacks Now, Bomber Chief Says

Flying Fortresses struck their deepest blow to the heart of Germany in daylight yesterday and then flew on to Africa in the first American trans-Europe shuttle raid.

The 1,400-mile attack, with similar RAF flights by night before it, linked up the Allied air striking power of two continents in a potential 24-hour-a-day threat to every corner of Germany.

While one strong formation of Eighth Air Force Fortresses was winging to Germany and then flying on to Africa, another also struck at the center of the Reich but turned round and fought its way home to Britain through some of the most bitter air battles of the war.

The raids, marking the anniversary of the first U.S. heavy bomber attack on Europe, Aug. 17, 1942, cost 36 planes, the highest single day's total ever reported by Eighth Bomber Command. The previous high was 26, missing from Bremen.

P47s Down 20 Enemy Planes

While the heavy formations were bludgeoning their way into the middle of the Nazi homeland, B26 mediums, P47 Thunderbolts and RAF and Allied fighters and bombers ripped the length and breadth of the German invasion defenses along the occupied coastlines in one of the war's biggest Allied air attacks.

Thunderbolt pilots of Eighth Fighter Command escorting the Forts part way shot down 20 enemy fighters, and Spitfires, also in the escort, got 13 more. Five fighters were lost. It was the P47s' second best day of the war, with one pilot getting a triple, two others doubles and a third double going, unconfirmed, to a pilot listed as missing during the day.

The airplane factory at Regensburg, 65 miles northeast of Munich, was the target of the Africa-bound formation.

Hit Roller Bearing Plant

The Forts which fought back to their British bases bombed industrial plants at Schweinfurt, 70 miles east of Frankfurt, where a large percentage of the roller bearings used by German panzers and the Luftwaffe are manufactured.

Swiss Radio also reported that Fortresses attacked Friedrichshafen, on Lake Constance at the Switzerland border, with two damaged B17s landing in Swiss territory, but there was no official confirmation from Eighth Air Force headquarters.

As the official communique was released describing the record 1,400-mile daylight flight, Brig. Gen. Frederick L. Anderson, Eighth Bomber chief, pointed to the meaning of the day's historic flight.

"Germany is now wide open—no part secure—for today she received two blows at vital units deeper in her territory than ever before in this direction," he said.

"We have celebrated this anniversary by sending out two large forces of Fortresses deep into Germany. One of these forces is coming back here and will be landing here this afternoon. But the other force is continuing on south, almost

(Continued on page 4) (—)

306th AIRCRAFT, PILOTS AND SQUADRONS

17 August 1943

306	W. S. Raper	367
720	Dinwiddie Fuhrmeister	367
894	George Buckey	367
794	L. W. Kooima	367
407	Zias Davis	367
175	Woodrow Thomas	367
554	Laek L. Robinson	367
993	David W. Wheeler	369
809	C. E. Munger	423
739	Alphonse Maresh	369
930	William P. Cassedy	423
221	Virgil Jeffries	423
9629	Immanuel Klette	369
557	John D. Jackson	423
477	Byron C. Bryant	369
169	R. W. Porter	369
741	W. A. Price	369
4629	E. M. Murphy	369
714	J. H. Lewis	423
603	George Reese	423
163	Robert Fryer	368
428	George Paris	368
142	Reginald Robinson	368
498	Louis Cook	368
560	Leo McIntire	368
054	William Dooley	368
052	Toy Husband	368
815	Ferdinand Onnen	367
586	Joseph Belser	368

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

17 August, 1943.

SUBJECT: S-2 Combat damage Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.
Att: S-2 Officer.

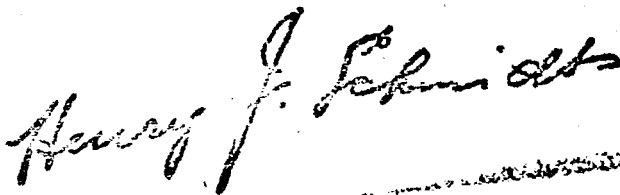
1. Following additional damages done on aircraft on mission of this date.

42-30163, 368th Sq-Slight, Wing tip damaged, 50 Cal fire.

42-3142, 368th Sq-Not damaged.

42-5052, 368th Sq-Not damaged.

For the Commanding Officer:



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

B 17s in distress.

B 17s in distress were reported as follows:

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B 17s observed in distress total 17. Parachutes observed opening from these planes total 83.

In addition, at 1400 hours, one B 26 was seen going down; 5 chutes opened.

INTERROGATION FORM

SQUADRON 367 ~~367~~ A/C Number 175 Letter Date 17/8/43

Bomb Load 5 x 1000 H.E. Incend. Position in Formation

Time Took Off 1658 Time Landed 1900

X X X X X X

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1. HCT REFS to be phoned in? Yes No

Details:

1713 - big splash in channel - may have been a B-17

GRG: Give rank and initials

Friendly A/C in any kind of distress?

(Give position, time, altitude, full details)

1st Lt. W.W. Thomas Pilot

2nd Lt. W.C. Bisson CO-P

2nd Lt. H.K. McCaleb Nav.

2nd Lt. J.W. Lukens Bomb.

S/Sgt. F.W. Palmer Radio

S/Sgt. A. Heyburn Top T.

S/Sgt. E. De Buyser Ball T.

S/Sgt. M. J. St. Louis R. Laist

S/Sgt. E.H. Henderson L. Laist

S/Sgt. J. Harris Tail G.

2. TARGET ATTACKED:

Primary

Time: 1505 1/2

Alternate

Height: 20900

Last Resort

Heading: 90° Mag.

(circle)

Duration Bomb Run:

40 sec.

Number of BOMBS dropped on target: All Attended: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No

Number boxes dropped

Number boxes returned

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 briefed.

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 of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

missile burst 5' back from Antwerp
flak 1 mod. in acc.

Observations about Flak:

F.W. with British markings - at target.
10. ENEMY FIGHTER OPPOSITION:

Approx. No. 1000
(Estimated total number of E/A seen) (Types)

(Location and length of fight)

fighters kept between 1000 and 1500 - difficult to distinguish which was which.
white nose F.W.

(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

good. high cover much shooting at
P. 478

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., friendly action, accident or undetermined cause.)

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

15. REMARKS: (Briefly)

16. PHOTOGRAPHS:

17. REMARKS: (Any unusual incidents? Any suggestions?)

C-2 OFFICER

FILE COMPLETED

INTERROGATION FORM

SQUADRON 367 ~~365~~ A/C Number 306 Letter P Date 17/8/43Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 1155 Time Landed 1845

1. HCT 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)

Major W.S. Raper

Pilot

Capt. T.F. Witt

CO-P

1st Lt. O.B. Tillery

Capt. G.B. Bennett

Nav.

Capt. H.J. Toland

Bomb.

T/Sgt. J.C. Bocelli

Radio

T/Sgt. G. Riecke

Top-T.

S/Sgt. F.W. Pulliam

Ball-T.

S/Sgt. C.A. Adams

R. Maist

S/Sgt. W.R. Earnest

L. Maist

2nd Lt. D.H. White

Tail G.

2. TARGET ATTACKED:

Primary

Time: 1835:10

Alternate

Height: 21,000Last Resort Heading: 718 mag

(circle)

Duration Bomb Run: 50"

3. Number of BOMBS dropped on target:

Jettisoned:

Returned:

Abortive:

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

Own Bombs: not observed

Other Bombing:

Group bursts on B & G. also yards5. Any PHOTOGRAPHS taken: Yes No?Any Nickels: Yes No

Number Boxes dropped

Number Boxes returned

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.)

Blackton 1321. 1348 at 5135N. 03 40E. J.P. 1500. Target 1505. Enemy coast 1659 (out). Felixstowe 1736

8. WEATHER: (If it affected mission)

Good visibility

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 of Bursts in relation to A/C	Accuracy
Way in - all way in						
Target - heavy black, (one burst of yellow-green) level						
individual gun firing inaccurate						

Crew observations about Flak:

10. ENEMY FIGHTER OPPOS. DN:

(Estimated total number of E/A seen)

100-150

(Location and length of fight)

1410-1640

at least 50 attacks on Group.

not generally consistent. Attacks on low squadron of Group from Carl.

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

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.)

11. FIGHTER SUPPORT

106 coming out. Good cover. Many dog fights.

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.

Big explosion at Heersum smoke to 20000. Lots of activity on line. nothing moving on airports.

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. REPAIRS TO A/C: (Briefly)

16. TECHNICAL FAILURES:

17. REMARKS: (Any unusual incidents? Any suggestions?)

Good mission, well planned & led

S-2 OFFICER Frederick F. Sullivan COMPLETED

SQUADRON 367 ~~REXINGTON~~ A/C Number 894 Letter D Date 17/8/43

Bomb Load 5 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1155 Time Landed 1809

X
X X X X X
X X X X X
X X X X X
X X X X X

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, fuel details) Major G.R. Buckey Pilot

2017 over target 90 down 10 chulu Capt. K.A. Reecher CO-P

1017 before target 10 chulu 2nd Lt. Alexander, G.A. Nav.

1017 half way from target 5 chulu (Hole) Capt. W.H. Coons Bomb

1017 1017 1626 3 chulu T/Sgt. A.G. Coulter Radio

2. TARGET ATTACKED:

Primary ☒ Time: 1505

alternate Height: 7,500

Last Resort Heading: 100

(circle)

Duration Bomb Run: 15-20

T/Sgt. J. Argentos Top T.

S/Sgt. J.E. Corcoran Ball T.

S/Sgt. H.K. Twing R. Tail

S/Sgt. J.P. Bloom L. Tail

S/Sgt. W.J. Bell Tail G.

3. Number of BOMBS dropped on target: Jettiscrad: Returned: Abortive:

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

Own bombs: Dropped into smoke in target area

Other bombs: Dense pattern on target. Target area a mass of smoke

Any Missiles: Yes No

Number Bombs dropped

Number Bombs returned

5. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMBS (If different than ordered) (If ABORTIVE give time, place, height of

burst, reason for aborting early, and disposition of bombs.)

Coast out 1321: enemy coast (Shut) 1342: J.P. 1500. Target 1505.

enemy coast out 1704. English 1735

8. Good

9. Enemy encountered on way out, at target and on way home.

Time	Place	Height	Type	Light,	Color	Location	Accuracy
		or	heavy,	intense,	of	Bursts in re-	
		A/C	moderate or	bursts		lation to A/C	

way in - heavy barrage in Ruhr section
target - solid barrage 15-25,000, inaccurate, bright

Crew observations about Flak: 4 1/2

10. ENEMY FIGHTER OPERATIONS:

50-60

(Estimated total number of E/A seen)

A.W. 100

F4U 901

(Types)

15 direct attacks on sq. Landed 1400-1450 approx.

(Location and length of fight)

attacked high & low groups simultaneously

(Tactics of E/A)

white twin engine, silver, black, grey, yellow

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

(Our defensive action)

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately
separate CLAIM FORM for
each claim.)

11. RIGHTER SUPPORT P47's on line, 1620

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.)

saw 2 fighters collide, one German. Blue flash at target - big explosion on ground just before target. Smoke screen at Bonn.

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. REMARKS TO A/C: (Briefly)

16. TECHNICAL FAILURES:

17. REMARKS: (Any unusual incidents? Any suggestions?)

well planned, well executed, well coordinated

OFFICER

James F. Tallon

COMPLETED

INTERROGATION FORM

SQUADRON 367 ~~XXXXXX~~ A/C Number 720 Letter 4 Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi.

Position in Formation

Time Took Off 1214 Time Landed 1807

1. HOT NEWS to be phoned in? Yes No

Details:

		X			
	X	X	X	X	X
	X	X	(X)	X	X
	X		X	X	X
X	X		X		X
X					X

CREW: Give Rank and Initials

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

Capt. D. Fuhrmeister Pilot

407 B17- 1 chute 1407 B17- 7 chutes
1430 B17- 1 chute 1506 B17-
1630 B17- 4-7 chutes (turning)
1640 B17- 9 chutes

2nd Lt. E.O. Rasmussen CO-P

1st Lt. A.F. Titus Nav.

1st Lt. J.J. Kostal Bomb.

2. TARGET ATTACKED:

Primary ✓ Time: 1505 1/2

Alternate Height: 2000

Last Resort Heading: 102
(circle)

Duration Bomb Run: 400 40"

T/Sgt. A.R. May Radio

T/Sgt. C.E. Vondrachek Top T.

S/Sgt. W.R. Clark Ball T.

S/Sgt. O.K. Nabors R. Laist

S/Sgt. G. Toney L. Laist

S/Sgt. R.Y. Wilson Tail G.

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

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

Own Bombs: not fell in target

Other Bombing: looked good- whole area on fire

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

Any Nickels: Yes No

Number boxes dropped

Number boxes returned

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) as hoped

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

same as before:

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

(Our defensive action)

C L A I M S *E*

DESTROYED _____

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, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

series of explosions along way in 1700-1700

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)

*holes in left elevator & leading edge
of left wing*

16. TECHNICAL FAILURES:

supercharger in 2 engine

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

25 missions are enough

S-2 OFFICER

James F. Sullivan

FILE COMPLETED

INTERROGATION FORM

SQUADRON 367 ~~REXELSDORF~~ A/C Number 794 Letter K Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi Position in Formation

Time Took Off 11:50 Time Landed 1815

1. HOT MEES 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)

1st Lt. L.W. Koonima Pilot

2nd Lt. F.H. Crawford CO-P

2nd Lt. D.W. Berkey Nav.

2nd Lt. C.A. Cressey Bomb.

T/Sgt. C.L. Brooks Radio

T/Sgt. V.A. Struckhoff Top T.

S/Sgt. S.J. Courvillion Ball T.

S/Sgt. A.W. Tinsley R. Aist

S/Sgt. F.E. Hutchinson L. Aist

S/Sgt. R.S. Weston Tail G.

*Ditched B17 down at 1620
1817 #3 on fire just after Belgian
coast. - 7 chutes
1817 1620 crashed - 7 chutes
1817 just after bomb. 4 chutes.*

2. TARGET ATTACKED:

Primary

Time: 1504

Alternate

Height: 20500

Last Resort

Heading: 90°

(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:

Other Bombing:

In target area, none over

5. Any PHOTOGRAPHS taken: Yes? (No)

Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

Off too close to Antwerp on way out

8. WEATHER: (If it affected mission)

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

Good

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

Target			slight to mod black	live		height good
--------	--	--	---------------------	------	--	-------------

Coast near Antwerp			slight	overed ahead		good
--------------------	--	--	--------	--------------	--	------

Crew observations about Flak:

with black (went around)

2-3 bursts all along route coming out.

ME109
ME110
FW190
SU 28 (one)

10. ENEMY FIGHTER OPPOSITION:

100

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

Coast in - left off attacks
(Location and length of fight)
and followed to enemy coast out
lots of tail attacks as acted like escort
high up then attacked.

ME110's came in straight & level
(Tactics of E/A) attacks were not organized
Black & white, camouflaged (ME110's & FW190)
some silver, some dark green.
(Color, markings, etc. of E/A)

2 E/Fighters seem to crash

(Our defensive action)

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

11. FIGHTER SUPPORT OK

many dog fights - not seen because of
fighting

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any observations of military
installations such as balloons, decoys, dummies, camouflage, smoke screens, enemy
signals, activity at airbases, ports, water ways, roads, railroad yards; con-
centrations of vehicles, troops, vessels; landmarks, new enemy installations,
city of Bonn looked like it was on fire (possibly
a smoke screen)

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)
fighters

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

15. DAMAGE TO A/C: (Briefly)

Bullet holes in fuselage (#1 & #2)

16. TROOP & EQUIPMENT

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

Good show!

Signature: [Signature] DATE COMPLETED: 1837

INTERROGATION FORM

SQUADRON 367 ~~XXXXXX~~ A/C Number 407 Letter L Date 17/8/45Bomb Load 5 x 1000 HiB Incendi

Position in Formation

Time Took Off 1155 Time Landed 1825

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details:

B7 Detained - Filipinos - boat on way out
over target one B17 - 2 chutes

CREW: Give Rank and Initials.

Friendly A/C in any kind of distress?

(Give position, time, altitude, full details)

1st Lt. Z.D. Davis Pilot

2nd Lt. I.R. Elliott CO-P

2nd Lt. R.V. Houck Nav.

2nd Lt. E. Jensen Bomb.

T/Sgt. L.C. McCullar Radio

T/Sgt. G.T. Webb Top T.

S/Sgt. D.J. Foster Ball T.

S/Sgt. L.A. Leggett R. Taist

S/Sgt. G.R. Anderson L. Taist

S/Sgt. D.J. Antonelli Tail G.

2. TARGET ATTACKED:

Primary

Time: 1506

Alternate

Height: 21300

Last Resort

Heading: 103°

(circle)

Duration Bomb Run:

60 sec3. Number of BOMBS dropped on target: 5 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

all hit target5. Any PHOTOGRAPHS taken: Yes No? Camera Well doors hit Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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 of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Target mod black close all good
(hit)

Coast out slight black not close very acc alt.

Crew observations about Flak: Flak in - not too acc. - fireand smoke - same out.

10. ENEMY FIGHTER OPPOSITION:

FW 190
(Ye 110
Me 109
Ju 88 (Two)

75-100

(Estimated total number of E/A seen)

(Types)

Coast in - until I.P. - R after bomb run

(Location and length of fight)

again until coast

Some persisted others did not.

attacked all around, mostly low

attack

(Tactics of E/A)

Yellow nose & tail, whitish me 10, camouflage

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

(Our defensive action)

CLAIMS

DESTROYED

3

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, enemy signals; activity at airbases, ports, water ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

White smoke V shaped over target and over bomb
looked like smoke screen

13. REPORTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., enemy action, accident or undetermined cause)

over target flak, others fighters

14. INJURY TO PERSONNEL: (Give name, position in A/C, type of injury, how!; received, PLACE and TIME)

15. SPECIAL REPORTS: (Priority)

Flak Camera well thought, but fore

16. REMARKS:

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

some bombs from ahead, high almost

50 OFFICER REPAIRS GAC FILE COMPLETED

this
MC

INTERROGATION FORM

SQUADRON 367 ~~368000000000~~ A/C Number 554 Letter _____ Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 11:07 Time Landed 18:05

X
X X X X X
X X X X X
X X X X X
X X X X X

1. HOSTILES to be phoned in? Yes No

Details:

no

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?

(Give position, time, altitude, full details)

1st Lt. L.L. Robinson Pilot

2nd Lt. W.J. Tackmier CO-P

2nd Lt. G.D. Moore Nav.

2nd Lt. F.X. Pierce Bomb

Sgt. J.R. Merson Radio

T/Sgt. J.W. Walkenhorst Top T.

S/Sgt. M.E. Causey Ball T.

Sgt. H.W. Heffner R. Taist

S/Sgt. W.J. Hifler L. Taist

S/Sgt. W.D. Brittain Tail G.

2. TARGET ATTACKED:

Primary Time: 10:00

Alternate Height: 20,000

Last Resort Heading: 104°M.

(circle) Duration Bomb Run: 50"

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

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

Own Bombs:

Other Bombing: Target C completely covered. Magat E

5. Any PHOTOGRAPHS taken: Yes? No? *no*

Any Nickels: Yes ☒ No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number boxes dropped

Number boxes returned

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

As briefed

8. WEATHER: (If it affected mission) *Good. High clouds*

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
------	-------	---------------	---	-----------------	------------------------------------	----------

Moderate, fairly accurate on target. Observed in distance - Bombs sent up in haze - no where near us. But timing it up too - clumsily.

Comments about Flak:

SQUADRON ~~XXXXXX~~ 369 428A A/C Number: 993 Letter Date 17/8/43

Bomb Load 5 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1708 1/4 Time Landed 1820

1. HOT NEWS to be phoned in? Yes No

Details:

CRS- Give Rank and Initials

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

Capt. C. W. WHEELER.

Pilot

F/O REED

CO-P

LT: K. B. CAVEDO

-Nav.

LT. F. A. EVANS

ପ୍ରାନ୍ତ :

T/SGT. M. A. NARUM

Radio

T/SGT. H. L. NOYES

Top T.

S/SGT. E. W. MILLS

Ball T.

S/SGT. J. P. MONTANA

Re: airt

SGT. C. W. McGRANE

L. Maist

SGT. J. TRAHAN

Tail G.

3. Number of BOMBS dropped on target: 1 Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs: *Between B and C*

Other Bombing: Crash behind us on 13.

5. Any PHOTOGRAPHS taken: Yes? No? *Yes*

Any Nickels: Yes

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS.

Number boxed returned

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

4. WEATHER: (If it affected mission)

1. 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 re- lation to A/C	Accuracy
------	-------	---------------------	--	-----------------------	--	----------

Moderate - fairly accurate at Antwerp going out
at Home at 1602 hrs.

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITIONAbout 150-200
(Estimated total number of E/A seen)

(Types)

About 6 abreast from 11 o'clock - twelve - came on in a
(Location and length of fight)then, downthen from 7 and 9 o'clock? A T/F was
2 now attacks my plane went thru formation
like don of cotton. We fired 2 E's
(Tactics of E/A)
to be shot down

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

10-14-44 17th Air Force 1st Fighter Group② 1622 Saw 1 chute for 17.③ 1627 Miss 17

(Our defensive action)

④ 1640 17 down - not Direct1 No more in this area

0 file

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately
separate CLAIM FORM for
each claim.)

11. FIGHTER SUPPORT

Damned good 47a well.12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military
importance such as balloons, decoys, dummies, camouflage, smoke screens, ena
signals, activity at airdromes, ports, water ways, roads, railroad yards; con
centrations of vehicles, troops, vessels; landmarks, new enemy installations.)Big Dutch convoy13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A.,
E.A. action, Accident or Undetermined Cause)see above14. INJURIES TO C/P: (Give name, position in A/C, type of injury, how
received, Place and TIME.)no

15.

15. DAMAGE TO A/C: (Briefly) 2 antennas of camera door shot
off by Ball turret

16. TECHNICAL FAILURES

no

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

1 no log in my log. For fact before take off!S-2 OFFICER 1st Lt. R. R. R. R. FILE COMPLETED

10. ENEMY FIGHTER OPPOSITION

About 150-200
(Estimated total number of E/A seen)

(Types)

About 6 abreast from 11 o'clock - twice - came on in and
(Location and length of fight)

then, down. Saw from 7 and 9 o'clock? A T/B was
2 now attacks my plane went thru formation
like don of rattle. We fired by E/A refused
(Tactics of E/A)
to be shot down.

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

to 17 o'clock at 3 o'clock 2 down. Saw

② 1622. Saw 1 down from 17.

③ 1627. No sign

(Our defensive action)

④ 1640 17 down - was Direct

1 No more in this area

Q. How

CLAIMS	
DESTROYED	
PROBABLY	<u>NO</u>
DAMAGED	
(Fill out immediately separate claim form for each claim.)	

11. FIGHTER SUPPORT

Demanded good 47s well.

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

Big British coming

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)

in above

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

no

15. DAMAGE TO A/C: (Briefly) 2 antennas of camera door shot off by Ball turret

16. TECHNICAL FAILURES:

no

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

Two log on 17 ggs. Poor food before take off!

S-2 OFFICER, 1st Lt. St. Albans FILE COMPLETED

INTERROGATION FORM

SQUADRON ~~XXXXXXXXXX~~ 423 A/C Number 809 Letter _____ Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi Position in Formation

Time Took Off 1203 Time Landed 1807

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)

1st Lt. C.E. Munger Pilot

2nd Lt. H.J. Engle CO-P

2nd Lt. W.H. Dickenson Nav.

2nd Lt. W.R. Wick Bomb.

S/Sgt. W.V. Eitner Radio

S/Sgt. R.B. Biggs Top T.

Sgt. L.L. Lord Ball T.

Sgt. E.D. Walters E. Taist

Sgt. H.R. Shotts R. Taist

S/Sgt. H.C. Cordery Tail G.

2. TARGET ATTACKED:

Primary Time: 1506

Alternate Height: 20900

Last Resort Heading: 126°
(circle)

Duration Bomb Run:

25 secs approx

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:

Other Bombing:

Good - well concentrated.

5. Any PHOTOGRAPHS taken? Yes ☒ No

Any Nickels: Yes ☒ No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number Boxes Dropped

Number Boxes returned

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

8. WINTER: (If it affected mission) Vis. good.

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

Time	Place	Height of A/C	Type of Flak	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Schweinfurt.</u>	<u>1506.</u>	<u>20900.</u>	<u>Meager to mod flak well below.</u>			

Other observations about Flak:

10. ENEMY FIGHTER OPPOSITION:

75. Mostly FW 190 and a few ME 110.

(Estimated total number of E/A seen)

(Types)

From About 1400 on and off till 1455 some T/E E/A at 1535

(Location and length of fight)

Attacks from tail beam and nose high or level, then retreat at a time. One formation attack. A Messerschmitt was attacked by a lone ME 110.

(Tactics of E/A)

Some FW 190's with white cowling - some planes half black, half silver

(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

SP P47's 1410 20000

Spittfires 1620 24/26000

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; 5000 N 054100 - by the IP about 5 explosions seen in a wood

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 lost altitude - 8 parachutes seen explosion seen later about 75 miles from Target one B17 straggling attacked by FW 190 4 chutes seen.

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. OTHER COMMENTS: (Any unusual incidents? Any suggestions?)

S-2 OFFICER

GRC Collier P/L

TILE CO. LISTED

INTERROGATION FORM

SQUADRON ~~260XXX369~~ 369 423X A/C Number 739 Letter: Date: 17/8/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 1200 Time Landed 1820

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

X X X X X
X X X X X
X X X X X
X X X X X

flew at height - sloppy inaccurate
Heard fire

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

CREW: Give Rank and Initials

1400-B-17 better. Antwerp & Brussels fighters 3chute
1405 " blow up
1422 " down - 7 chutes
1450 " near Worms
1455 " 3 chutes - S.P.
1522 " no chute - near Antwerp
1630 2. TARGET ATTACKED:
no chutes

Lt. A. H. Maresh Pilot

Lt. G. C. Bettinger CO-P

Lt. G. F. Maltzer Nav.

Lt. A. Isaac Bomb

S/Sgt. G. F. Lewis Radio

S/Sgt. B. D. Oldfield Top T.

Sgt. M. Steinhart Ball T.

Sgt. T. A. Harkin R. Taist

Sgt. B. Oliver L. Taist

Sgt. L. X. Voight Tail G.

Primary Time: 1505 hr

Alternate Height: 21000

Last Resort Heading: 91°
(circle)

Duration Bomb Run:

80-90°

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

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

Can Bombs: hit target C

3 large columns of white smoke
to 5000' turned black

Other Notes: Smoke throughout area C

Good landing

Any Nickels: Yes No

Number Boxes dropped:

Number Boxes returned:

5. Any DISAPPEARING evidence? Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMB (if different than ordered) (If ABORTIVE give time, place, height of bomb, reason for returning early, and disposition of bombs.)

As briefed

8. The crew (if it differed from order) good

9. Any encounters on way out, at target and on way home.

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

target

moderate heavy

good altitude, but deflection

10. Other observations about flight: heavy flash from near Köln

Results

10. ENEMY FIGHTER OPPOSING :

Possible RDF equipment

175-200

(Estimated total number of E/A seen)

212, 110, Jan 88, 190, 109's

3 from 12 high, 3 or 4 high + low - 1 tail attack level
(Location and length of fight)

nose attack opened up close.

(Tactics of E/A)

white on one side, black on other - some dark brown + light brown

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

(Our defensive action)

P47 knocked down 210

11. FIGHTER SUPPORT very good

CLAIMS	
DESTROYED	
PROBABLY	
DAMAGED	
(fill out immediately separate CLAIM FORM for each claim.)	

1 M. 110
possibly damaged
by sh. wait
at 3 or 4

12. OBSERVATIONS: Give TYPE, 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,

Smoke screen all around Bonn. Many long in river N. & S. of Bonn
about 50 ship coming near English coast - headed both ways

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. ORANGE TO A/C: (Briefly)

flak hole under left wing

16. TECHNICAL FAILURES:

Interphone - 2 nose sets out.

17. SPILL COINCIDENCES: (Any unusual incidents? Any suggestions?)

very good show - good bombing

S-2 OFFICER

1/29/44

TIME COMPLETED

2016

INTERROGATION FORM

SQUADRON ~~XXXXXXXXXX~~ 423 A/C Number 930 Letter Date 17/8/43

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

Position in Formation

Time Took Off 1703 Time Landed 1812



1. HOT WEBS to be phoned in? Yes No

Details:

5 chutes out of plane over target - did not see the plane from a distance. Came friendly A/C in any kind of distress? (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- 1st Lt. W.P. Cassidy Pilot
- 2nd Lt. D.C. Rodman CO-P
- 2nd Lt. W.H. Clarida Nav.
- 2nd Lt. J.E. Sanders Bomb.
- T/Sgt. W.T. Johnson Radio
- S/Sgt. M. Bartlett Top T.
- S/Sgt. J.O. Hooks Ball T.
- Sgt. W.R. Wilkinson, Jr. R. Maist
- Sgt. J. Peto L. Maist
- S/Sgt. M.B. Edwards Tail G.

B-17 burst in flames - hit ground 7 chutes - shot down fighter just before by hit ground at 620 - just past target.

2. TARGET ATTACKED: ground - no chutes.

✓ Primary Time: 1505
Alternate Height: 20500
Last Resort Heading: 94° mag
(circle)
Duration Bomb Run: 25 sec.

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

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

Own Bombs: No

Other Bombing: Good - heavy smoke - fire, to height of 5000' in black column.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number Boxes dropped Number Boxes returned

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) slight clouds at 20,000 ft. just before target - clear at 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 of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Threat - Meager Flak - below and to left - any other flak was so far away that no one was paying any attention to it.
Crew observations about Flak:

B-17 shot down by fighter about 30 miles from Canton, Miss.

10. ENEMY FIGHTER OPPOSITION:

60 Ju 88's - Me 109's - FW 190's - Me 110's
(Estimated total number of E/A seen) (Types)

(Location and length of fight)

One Ju 88 made a direct head on attack.
Me 110 made a tail attack.

(Tactics of E/A)

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

(Our defensive action)

Saw a Ju 88 shot down - it broken
into flames & went all to pieces

CLAIMS	
DESTROYED	<u>nil</u>
PROBABLY	
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT good from coast on way out.

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, pear smoke screen.

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) nothing serious.

16. TECHNICAL FAILURES: nil.

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?)
"25 for Cassidy" - so he wants to go home.

S-2 OFFICER J. B. [Signature] FILE NO. FILED

100-443887-100

(V3)

Position in Formation

CONFIDENTIAL

- Details
Manager absent
friendly A/C
(Gave position
details)

... X ... X

[Faint handwritten notes at the bottom of the page]

(Give position, time, altitude, full) P/O V.H. Jeffries Pilot

2nd Lt. E. F. Bumpas CO-P

1st Lt. A.S. Morris Nav.

1st Lt. J.B. MOON

TARGET ATTACKED:

Primary Time: 1506-30

Alternate Height: 20, 300

Last Resort Heading: 90

Duration Bomb Run: 11:00 AM - 11:15 AM

[Faint, illegible text at the bottom of the page]

2-5-10-10-2

[illegible]

[Faint handwritten notes at the bottom of the page]

in small

[Faint handwritten notes at the bottom of the page]

Any PHOTOGRAPHS taken: Yes? No? No Any Nickels: Yes (No)

Number Boxes returned _____

turn; reason for returning early, and disposition of bombs.)

100

*FUTHER: (If it affected mission) Fair enough over large... ~~the~~

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

Time	Place	Height	Type	Flight	Color	Location	Accuracy
------	-------	--------	------	--------	-------	----------	----------

A/C moderate or Bursts lation to A/C

100-443887-1000

I feel as if I had been in the land of the living.

... ..

Journal of Management Studies, 36(7), 809-826.

[illegible]

10. ENEMY FIGHTER OPPOSITION:

100 to 160. Mostly 109 190s some twins
(Estimated total number of E/A seen) (Types)

made passes at us. They were slow and came out of sun
hard to see. Mc 100. Belly brown, tail yellow
(Location and length of fight)

wings silver. Usually flew thru formation in 3s.

About half way thru E/A disintegrated in flames.
- shot down by ground on top.

Fraudulent A/C in distress.

1) Just before E.P. Portinus turned back with 4 E/A on him. Enemy
aluminum - 0 in. chute.
(Color, markings, etc. of E/A)

2) On way in 17 went down over Rhine. 2 chutes - ran in
town then in forest.

3) Just before target 17 went down
(Our defensive action)
with 2 engines on fire. 10 chutes
flame extracted. saw it crash.

4) After target 18 was down - flame
but by 20 was went down. 1 chute
still flew with 3 more chutes.

11. FIGHTER SUPPORT

5) On way back. Skatowski saw 9 17s but got

CLAIMS	
DESTROYED	
PROBABLY	<u>NO.</u>
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military
importance such as balloons, decoys, dummies, camouflage, smoke screens, ena
signals; activity at airdromes, ports, water-ways, roads, railroad yards; con
centrations of vehicles, troops, vessels; landmarks, new enemy installations,
Plenty activity on Rhine. Small, 17, 190s.

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)
See above

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how
received, PLACE and TIME)
NO.

15. APPROACH TO A/C: (Briefly)
NO.

16. ENGINE FAILURES: NO.

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

Too long a cruise after other two missions
Went better than first.

S-2 OFFICER

FILE COMPLETED

St. R. Richardson

Please add to Jeffries Questionnaire

Time off 1204'hr

" Landed 1813.

" over target 1506

Hgt 20,700.

Heading 92°.

Route as briefed

St. AB Richardson

(17)

INTERROGATION FORM

SQUADRON ~~3600038X~~ 369 ~~1023X~~ A/C Number ~~9829~~ Letter ~~9829~~ Date 17/8/43

Bomb Load 5 x 1000 HiE: Incendi Position in Formation

Time Took Off 1256 Time Landed 1935

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)

Lt. I. J. Klette Pilot

Lt. W. H. Lockyear CO-P

Lt. D. B. Dash Nav.

Lt. A. J. Nagy Bomb.

Sgt. Swift, B. A. Radio

Sgt. D. C. Rich Top T.

Sgt. A. H. Wieland Ball T.

Sgt. H. M. Maron R. Waist

Sgt. J. J. Regan L. Waist

Sgt. L. J. Kurk Tail G.

2. TARGET ATTACKED:

Primary Time: 1605:30

Alternate Height: 21,300

Last Resort Heading: 96° W. mag.

Duration Bomb Run:

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

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

Our Bombs: Target covered by smoke; land for period
out of sight Good bombing

5. Any PERSONS taken? Yes? No?

Any Nickels? (Yes) No

Number Boxes dropped 1

Number Boxes returned

6. CROWN TARGETS ATTACKED BY GUNFIRE AND RESULTS.

Opened up 1000 feet below.

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

O.K. Dashed 100 ft. over Holland, then climbed again.
Landed at 1935 at 1743 hours to refuel; took off 1855.

8. FLAK (If it affected mission)

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

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

1256	Antwerp	21,000				fairly right. poor
1855	target		slight			inaccurate

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITION

(Estimated total number of E/A seen)

(Types)

125
 First seen at 1447 hours as they crossed coast.
 (Location and length of fight)

One ME 210 made no attack from level.
 Four no attacks; 6 tail attacks.

(Tactics of E/A)

Yellow nose - Red tail -
 (Color, markings, etc. of E/A)

Two enemy fighters collided & one blew up, other pilot bailed out.
 Tail gunner said 10-12 enemy fighters go down - many out.
 ME 109's fired long range.
 (Our defensive action)
 Cannon with black bursts
 makes rising action hard,
 because hard to judge
 when they will fire.

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

11. FIGHTER SUPPORT

1412 4 pits near Anchar.

P 47's unknowns forced enemy fighters back on our formation.

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.)

no.

15.

15. DAMAGE TO A/C: (Briefly) One hole back of L. waist.

16. TECHNICAL FAILURES: #3 booster tank low fuel pressure.

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

S-2 OFFICER

J. H. Pool.

TIME COMPLETED: 20.30.

311 ~~th~~ ~~ly~~ ~~down~~ 2/6 (2)

1 Little

B-17s down -

1408 - { 1 B17 - 3/ths shot him down.
near Aachen } 2 chutes or 3 chutes seen

1505 - over target - 1 B17 going down under control,
3 chutes.

about 1605 { 1 B17 down
3 chutes seen

1655 ~~1600~~ 1 B17 near Brussels - 4 chutes.

INTERROGATION FORM

SQUADRON ~~XXXXXX~~ 423 A/C Number 557 Letter Date 17/8/43

Bomb Load 5 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1232 Time Landed 1813

X X X X
X (X) X X X
X X X X X
X X X X

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)

2nd Lt. J.D. Jackson Pilot

2nd Lt. K.W. Rich CO-P

2nd Lt. C.G. Bowers Nav.

2nd Lt. R.W. Huisinga Bomb.

Sgt. R.G. Mowrer Radio

S/Sgt. L.V. Miewer Top T.

Sgt. K.B. Rood Ball T.

Sgt. E.C. Simpson R. Tail

Sgt. W.A. Kozlowski L. Tail

Sgt. H.C. Hucker Tail G.

2. TARGET ATTACKED:

Primary Time: 1505

Alternate Height: 20,600

Last Resort Heading: 99° way
(circle)

Duration Bomb Run:

90 sec.

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

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

Own Bombs: Too much smoke, but seemed to hit about on target. All a/c. One long narrow fire orange flame.
Other Bombing: Woods a/c before reaching target

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number Boxes Dropped Number Boxes Returned

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs.)
Before target, went south of course. Then made banking turn as scheduled. Wee north of course at every east going alt.

8. LEATHER: (If it affected mission) O.K.

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 of Bursts in relation to A/C	Accuracy
1505	target		slight		low	m.g.
1105	near target		slight		gd.	gd.

Crew observations about FLAK:

10. ENEMY FIGHTER OPPOSITION:

(Estimated total number of E/A seen)

(Types)

ME10, T.E. + S-E.

(Location and length of fight)

*One ME10 from 120'clock heel pressed hard
+ straight; B17 had to dive under him.*

(Tactics of E/A)

One Ju 88 from 1 o'clock.

*2 stragglers behind this formation were catching
hell 10-15 mins after Anthony.*

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

(Our defensive action)

CLAIMS	
DESTROYED	<i>2</i>
PROBABLY	
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

Air to for 10 mins near coast on way back.

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, *smoke seen over Ruhr rather pasty Ruhr.*

13. INCIDENTS TO FRIENDLY A/C

4237 - A/C 507
1345 B-17 - 1st fighter England alone - pushed enemy out.
1424 B-17 - down - 9 chutes
1445 B-17 going down under control - 2 chutes on it - 2 chutes
1619 B-17 38°36 06°03E down on hit ground 7 chutes.
B. R. Pool

INTER-ROGATION FORM

SQUADRON 222X3333 369 425A A/C Number 477 Letter Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 11:45 Time Landed 12:20

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

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

CRN: Give Rank and Initials

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

Lt. B. C. Bryant Pilot

Lt. R. T. Peters CO-P

Lt. D. H. Peterson Nav

Lt. J. V. Vaughter Bomb

S/Sgt. M. L. John Radio

S/Sgt. R. M. Grimm Top T.

Sgt. D. J. Williams Ball T.

Sgt. A. E. Sewald R. Taist

Sgt. D. J. Piedmont L. Taist

Sgt. E. J. Mayer Tail G.

2. TARGET ATTACKED:

Primary Time: 13:06

Alternate Height: 21,000

Last Resort Heading: 108°
(circle)

Duration Bomb Run:

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

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

Can Bombs: Hit at "C"

Other Bombing: Many smoke seen - Not too effective

5. Any PHOTOGRAPHIC taken: Yes No no

Any Nichols: Yes No
Number Bombs dropped
Number Bombs returned

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, and disposition of bombs.)

as briefed

8. ENEMY (What aircraft observed) none

9. ENEMY encountered on way out, at target and on way home.

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

Slight inaccuracies during whole time
light flak at Kalam

Crew observations about Flak:

(11)

INTERCOMBAT FORM

SQUADRON ~~254~~ 169 A/C Number 169 Letter S Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 0745 Time Landed 1520

X X X X X
X X X X X
X X X X X
X X X X X

1. HOT ~~WES~~ 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)

Lt. R. W. Porter Pilot

(1) 1506 - 1 chute (2) 1515 - no chute

Lt. C. Sharkey CO-P

(3) 1643 - 4 chutes

Lt. G. Belknap Nav.

Lt. L. B. Jones Bomb.

2. TARGET ATTACKED:

Primary V Time 1506

T/Sgt. H. H. Krueger Radio

Alternate Height: 20700

T/Sgt. J. B. Kimball Top T.

Last Resort Heading: 98° Mag
(circle)

S/Sgt. J. B. McCabe Ball T.

Duration Bomb Run: 2 minutes

S/Sgt. J. E. Hodge R. Maist

S/Sgt. L. B. Cook L. Maist

S/Sgt. H. E. Rogers Tail G.

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

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

Own Bombs: UD

Other Bombing:

on target area - wing ahead
hit town

Any Nickels: Yes No

Number Boxes dropped

Number Boxes returned

5. ANY PROBLEMS? Yes? (N)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as ordered

8. REMARKS (For all attacks)

Good - high Citrus. vapor trails.

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

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

Intense over target. Flak over Antwerp
on way out. Heavy flak at Frankfurt

Other observations about Flak:

10. ENEMY FIGHTER OPPOSITION

(Estimated total number of E/A seen)

(Types)

60-70 every type.
29. had two attacks - not persistent
(Location and length of fight)

(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

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,

no activity in airdromes. and smoke screen at Cologne, none at Bonn.

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)

17. TECHNICAL FAILURES:

18. GENERAL COMMENTS: (Any unusual incidents? Any suggestions?)

S-2 OFFICER

COMPLETED

James P. Sullivan

40° turn left to get 20° bank - condensation trails at Antwerp.

SQUADRON 35700000 (369) 533X A/C Number 741 Letter Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi Position in Formation

Time Took Off 1201 Time Landed 1812

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)

Lt. W. A. Price Pilot

Lt. R. L. Fallow CO-P

Lt. E. P. Madden Nav.

Lt. C. L. Dunlap Bomb.

S/Sgt. J. A. Evenson Radio

S/Sgt. E. K. Fox Top T.

T/Sgt. C. E. Prymoyer Ball T.

S/Sgt. B. L. Fassig R. Taist

T/Sgt. H. W. Hoser L. Taist

T/Sgt. S. M. Holloman Tail G.

2. TARGET ATTACKED:

Primary Time: 1505 1/2

Alternate Height: 21600

Last Resort Heading: 180° Mag.

Duration Bomb Run: 60 seconds

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

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

Own Bombs:

Other Bombing: Good.

5. Any PHOTOGRAPHS taken: Yes? No? Any Nickels: Yes No

16. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped Number boxes returned

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

as briefed.

3. WEATHER: (If it affected mission)

2. 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
------	-------	---------------	---	-----------------	------------------------------------	----------

Flak from coast to target

Target - meager - on large burst of green flak

1st flak - rockets about twice as large as flak from F.W. 190 from under prop.

Crew observations about Flak:

Smoke screen at target - ineffective - Bonn - good sm. screen

Saw chute from what appeared to be a freighter.

10. ENEMY FIGHTER OPPOS(

*mostly PW 190
painted like bomber 2 me 110 30
JUPP 20
FW 199-40*

(Estimated total number of E/A seen)

(Types)

First attack 30 miles inland
(Location and length of fight)

most attacks from 4-6 o'clock - 1-3 formation
(Tactics of E/A)

silver, orange tail, tipped tail yellow nose
(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

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, 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. DEATHS TO A/C: (Briefly)

16. TECHNICAL FAILURES: #3 + #4 lagging excessively

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

more smoke screens than usual

S-2 OFFICER

Wurthe

FILE COMPLETED

INTERROGATION FORM

SQUADRON 3600366 369 428 A/C Number 4629 Letter: Date 17/9/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 1200 Time Landed 1811

1. HOT MEAS 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)

F/O Murphy, E. M. Pilot

Lt. N. M. Haas CO-P

Lt. Lindsay, R. S. Nav.

Lt. H. M. Bittman Bomb

S/Sgt. R. L. Newport Radio

P/Sgt. J. J. O'Neill Top T.

T/Sgt. J. E. Owens Ball T.

S/Sgt. J. P. Deets R. Taist

Sgt. C. A. Melita L. Taist

T/Sgt. A. F. Meaux Tail G.

2. TARGET ATTACKED:

Primary

Time: 1505

Alternate

Height: 21,200

Last Resort Heading:

(circle)

Duration Bomb Run:

about 90

3. Number of BOMBS dropped on target: all Jettiscord: Returned: Abortive:

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

Own Bombs:

Other Bombs: whole area at E corner

good bombing

5. Any PROBLEMS/OTHERS: No

Any Nickels: Yes No

Number Bombs dropped 1

Number Bombs returned

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMB (if different than ordered) (if PROBLEMS give time, place, height of bomb, reason for returning early, and disposition of bombs.)

flew over Antwerp - found flak

8. Bomb encountered on way out, at target and on way home.

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

Target	1645-48	Antwerp	major heavy	black/white	above & below tracking	Inaccurate
			"	"	tracking	Inaccurate

General observations about Flak: barrage over Bommel/Koten

Low groups caught hell at target - Me 110 fired rocket

10. ENEMY FIGHTER OPPOSITION:

about 100

(Estimated total number of E/A seen)

1 Jul '87
Me 109, Me 110 - FW 190

(Types)

all the way in a back
one attack on tail, one on nose - one white Me 110 flew across front of formation at 8000 yds
(Location and length of fight) *had RDF on nose - probably night fighter*

one from 6 ft - rocket. one from 12 o'clock

(Tactics of E/A)

1 fighter hit & fell up shot by P-47s - 1/29 - near huge
2 fighters hit & started large fire near Wendenham - 1435

1 fighter started fire near target

yellow, blue, red nose

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

drawn no claim from this group

(Our defensive action)

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

11. FIGHTER SUPPORT

damned good - knocked down a hell of a lot of fighters

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

Very heavy shipping in Rhine between Bonn & Köln - many large

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)

17. TECHNICAL FAILURES: *#4 oil cooler out*

18. COMMENTS: (Any unusual incidents? Any suggestions?)

good show - well planned - raised hell with 2 stragglers
excellent group & sqdn. leaders.

S-2 OFFICER

1599

FILE COMPLETED

1947

INTERROGATION FORM

SQUADRON ~~XXXXXXX~~ 423 A/C Number 714 Letter _____ Date 17/8/43

Bomb Load 5 x 1000 H.E. Incend. _____ Position in Formation _____

Time Took Off 1155 Time Landed _____

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

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	(X)	X	X	(X)
X		X		X

CREW: Give Rank and Initials

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

2nd Lt. J.H. Lewis Pilot

2nd Lt. K.R. Bickett CO-P

2nd Lt. A.J. Prentice Nav.

2nd Lt. P.V. Manning Bomb.

S/Sgt. W.F. Day Radio

S/Sgt. L.C. Capper Top T.

Sgt. G. DiPietro Ball T.

Sgt. W.T. Morgan R. Waist

Sgt. D. Axelrod L. Waist

Sgt. L.R. Goetz Tail G.

2. TARGET ATTACKED:

Primary Time: 1505 hr

Alternate Height: 31000

Last Resort Heading: 102 Mag.
(circle)

Duration Bomb Run: 40 sec.

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

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

Own Bombs:

on target

Other Bombing:

looked good

5. Any PHOTOGRAPHS taken: Yes? No? Yes

Any Nickels: Yes ☒ No

6. GROUND TARGETS NOTICED BY CREW AND RESULTS:

Number Boxes dropped _____

Number Boxes returned _____

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

as briefed

8. WEATHER: (If it affected mission)

clear

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

Time	Place	Height	Direction	Color	Position	Accuracy
		of A/C	of A/C	of A/C	of A/C	of A/C

Target - meager - H Ph -
thrust white flak - flushing

Give observations about flak:

10. ENEMY FIGHTER COMPOSITION:

me 108
115
88
FW 190

100

(Estimated total number of E/A seen)

(Types)

(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 immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TYPE, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, 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. DAMAGE TO A/C: (Briefly)

16. ARMED PARACHUTES:

17. OTHER OBSERVATIONS: (Any unusual incidents? Any suggestions?)

S-2 OFFICER

Murtha

FILE CO. FILED

INTERROGATION FORM

SQUADRON ~~XXXXXX~~ 423 A/C Number 603 Letter _____ Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi

Position in Formation

Time Took Off 1200 Time Landed 1818

1. HOT MEETS to be phoned in? Yes No

Details:

CHECK: Give Rank and Initials

Friendly A/C in any kind of distress?

(Give position, time, altitude, full details)

1st Lt. G. Reess

Pilot

2nd Lt. R.B. Eckles

CO-P.

2nd Lt. R.D. Barton

Nav.

2nd Lt. L. Feldman

Bomb.

T/Sgt. E.J. Borlik

Radio

T/Sgt. H. W. Hawkes

Top T.

S/Sgt. J.T. Brinkman

Ball T.

S/Sgt. J.H. Jessup

R. Waist

S/Sgt. J.L. Braman

L. Waist

S/Sgt. L.B. Parks

Tail G.

2. TARGET-ATTACKED:

Primary

Time: 1509'2

Alternate

Height: 20,000'

Last Resort

Heading: 99°

(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target:

Jettisoned:

Returned:

Abortive:

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

Own Bombs: - on target area. Whole target area

smoke. Attacked several times.

Other Bombs:

5. ANY PHOTOGRAPHIC EVIDENCE? Yes No

Any Nickels: Yes (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number Boxes dropped

Number Boxes returned

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

OK to I.P. Beyond that?

8. BOMB (If it affected mission) Clear

9. BOMB Encountered on way out, at target and on way home.

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

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITION:

100 to 200. One 210. ^{many} but Tu 88s. Plus
 (Estimated total number of E/A seen) (Types)
uniquitous 190s oct 109s.
 (Location and length of fight) *Went straight over us*
One 210 came in at noon. About 4 tail attacks in
quadraplets. Attack at 10:30. Buland attacks cool,
not too experienced.
 (Tactics of E/A)

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

(Our defensive action)

CLAIMS

DESTROYED

PROBABLY *no*

DAMAGED

(Fill out immediately
 separate CLAIM FORM for
 each claim.)

11. FIGHTER SUPPORT

Excellent good show with dog fighters.
42s came hell with E/A

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,

River traffic especially heavy.

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)

@ at 1407 - 17 coming out with fighters on him.

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

15. *no*

16. DAMAGE TO A/C: (Briefly) *no*

17. TECHNICAL FAILURES: *no*

18. COMMENTS: (Any unusual incidents? Any suggestions?)

Ready for next fire oxygen

S-2 OFFICER *1st Lt. R. H. Anderson* FILE COMPLETE

INTERCOMMISSION FORM

SQUADRON ~~BAZA 366~~ ~~200000000~~ A/C Number 163 Letter D Date 17/8/43

Bomb Load 10 x 500 H.E. Incendi.

Composite
Position in Formation

Time Took Off 1150 Time Landed 1813 1/2

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)

Capt. R. Fryer Pilot

2nd Lt. W. Peterson CO-P

1st Lt. M. Dix Nav.

1st Lt. H. Ezell Bomb.

S/Sgt. W. Plasket Radio

T/Sgt. W. Utley Top T.

Sgt. Hunter F.E. Ball T.

Sgt. R. Banks R. aist

S/Sgt. G. Monser L. aist

P.T. R. C. RANCK Tail G.

*AT 10 counted by observer
going down, 6 seen to
cracks, 1st 6 cracks, 2nd 3 cracks
3rd 3 cracks, 10th 2 cracks.*

2. TARGET ATTACKED: 11th after target

Primary

Time: 1505

Alternate

Height: 22400

Last Resort Heading: 85° MAG.
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Some cover & some short, lots on target

Strip pattern on 300th target

Any Nickels: Yes No
Number boxes dropped
Number boxes returned

5. ANY PHOTOGRAPHIC COVERAGE: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMB (if different than ordered) (If REACTIVE give time, place, height of burst, reason for retarding early, and disposition of bombs.)

*Slightly diff. than planned to target
OK back*

8. RESULTS (if PL affected in some way)

9. PL encountered on way out, at target and on way home.

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

Target mod black underneath high

10 miles S of Heronhalo mod - off to side missed heaviest flak over target

Ground observations about PLAK: Flak throught route at

front deflected generally off to side

10. BATTLE FIGHTER CRASH SITE:

(Estimated total number of E/A seen)

(Types)

100 plus
 near Antwerp - until Dinslaken; just north of
 (Location and length of fight)
 again until Maastrecht,
 E9 in one head-on attack (in 3 waves)
 side attacks, bottom attacks, tail attacks,
 pressed attacks
 (Tactics of E/A)

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

(Our defensive action)

CLAIMS

DESTROYED 141 (2)

PROBABLY

DAMAGED

(Fill out immediately
 separate CLAIM FORM for
 each claim.)

11. FIGHTER SUPPORT

Good
 2 P-47's came in out of the sun
 just past formation

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; con-
 centrations of vehicles, troops, vessels; landmarks, new enemy installations,
 Boats at canal Binger, 20 A/C on airport Nijmegen

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)

16. TECHNICAL FAILURES:

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

S-2 OFFICER

FILE COMPLETED

13

INTERROGATION FORM

SQUADRON ~~XXXX~~ 368 ~~XXXXXX~~ A/C Number 428 Letter Z Date 17/8/43

Bomb Load 10 x 500 H.E. Incendi Composite Position in Formation

Time Took Off 1150 Time Landed 1810

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

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)
Capt. G. Paris Pilot
2nd Lt. E. Maslanka CO-P

see attached sheet

2nd Lt. R. Slater Nav.
2nd Lt. S. Silverstein Bomb

2. TARGET ATTACKED: T/Sgt. J. Milner Radio

Primary Time: 1505
Alternate Height: 20,300
Last Resort Heading: 20° mag.
(circle)
Duration Bomb Run: 40 sec
T/Sgt. R. Long R. Laist
S/Sgt. G. Holt Ball T.
S/Sgt. A. Sorenson R. Laist
S/Sgt. J. Miglioresi L. Laist
S/Sgt. J. Coulson Tail G.

3. Number of Bombs dropped on target: 22 (circle) Unobserved Returned: Abortive

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: All hit north of Landing Point.
Small hole over target

5. Any photographs taken: Yes No Any Nickels: Yes No
6. GROUND TARGETS, TRACKED BY GUNFIRE AND RESULTS: Number Boxes dropped
Number Boxes returned

7. BOMBS (if different than ordered) (If ABORTED give time, place, height of burst, position for returning enemy, and disposition of bombs.)

8. REMARKS (if to be included at time) O.K. aircraft for 3rd flight

9. Flak encountered on way out, at target and on way home.

Time	Altitude	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	----------	---	-----------------	---------------------------------------	----------

Flak encountered during approach but not at target
Flak encountered: moderate 205 - 2nd.

General observations about Flak:

10. ENEMY FIGHTER OPPOSITION:

150-200
(Estimated total number of E/A seen)

1901 ~ 7015
(Types)

(Location and length of fight)

Attack from every direction, but mainly high, and 12 o'clock, all on top. Came in singly 5-20 alt and piling right through the group.

(Tactics of E/A)

Blue nose F-104, silver, yellow 109s. Fine T.E. (1104) white. One 1901 was 1200 ft. 1200 ft.

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

B/T unit saw first F-104 down in flames, blowing off tail of formation. Tail section saw F-104 pilot bail out.

(Our defensive action)

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.)

11. FIGHTER SUPPORT

1623 P 474 appeared. S.K.

On way back: Two 1901 shot down by the P 474, 1st time singly.

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, etc.)

None seen over target - unaffected.

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.) 30 cal hit ball turret gunner on a/c - slight injury.

15. DAMAGE TO A/C: (Briefly) One 30 cal. hit ball turret gunner on a/c - slight injury. 20 cal. hit ball turret gunner on a/c - slight injury. 20 cal. hit ball turret gunner on a/c - slight injury.

16. TECHNICAL FAILURES: 1. 30 cal. hit ball turret gunner on a/c - slight injury. 2. 20 cal. hit ball turret gunner on a/c - slight injury. 3. 20 cal. hit ball turret gunner on a/c - slight injury.

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

REPORT OFFICER

B. L. F. Cook

TIME COMPLETED

3608 down - A/c 428 - Pilot - Paris +
B 1111 down -

of Borden (station is E of Borden)

✓ 1358 - B 07 down + exploded - no chutes.
1415 - " " { on A.F.C. E all chutes seen open
no more or apparent trouble. }

✓ 3 more down, one tail came off, one blew
part - (all in five minutes - 1358 -
1405)

B 14 Pool

INTERROGATION FORM

SQUADRON X344 368 X368 X368 A/C Number 142 Letter P Date 17/5/43

Bomb Load 10 x 500 H.E. Incendi

Position in formation Composite

Time Took Off 1151 Time Landed 1810

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)

1st. Lt. R. Robinson Pilot

2nd. Lt. W. Katz CO-P

2nd. Lt. C. Holmes Nav.

2nd. Lt. B. Lamb Bomb

2. TARGET ATTACKED:

S/Sgt. G. Fisher Radio Ball Turret

T/Sgt. S. Bearden Top T. Radio

S/Sgt. C. Nicholson Ball T. R. Waist

S/Sgt. L. Northcott R. Waist

H.R. Whitten

T/Sgt. G. Fisher L. Waist Top Turret

S/Sgt. M. Arrieta Tail G.

Primary Time: 1506

Alternate Height: 12300

Last Resort Heading: 082°

(circle)

Duration Bomb Run:

20 secs approx

3. Number of BOMBS dropped on target: 10 x 500 Jet-sched. Returned Abortive:

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

Own Bombs: Believed just NW of aiming point

Other Bombing: Good - big fires and explosions seen

5. AERIAL PHOTOGRAPHS taken: Yes? (No)

Any Nickels: Yes (No)

Number Boxes dropped

Number Boxes returned

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

No

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

8. VISION (If it affected mission) Vis good

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

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

Scattered. 1151 12300. Mod. flak in heavy form for first 2000 ft. but soon petered out.

Other observations about Flak:

10. ENEMY FIGHTER OPERATIONS:

200. Mostly FW 190's, also ME 109 and ME 110.

(Estimated total number of E/A seen)

(Types)

1345 off and on till 1430. Again 1545 till 1640.

(Location and length of fight)

Attacks straight down from the sun in formation, in waves of about a dozen each. One in wave of 27 counted in attack. Attacks were made from every direction.

(Tactics of E/A)

FW 190's half black, half silver-yellow and red cowling.

(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

P 47's near Eupen ^{on return} at 27000 - excellent support.

Withdrew at all altitudes on return at Hazehticht.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummbombs, camouflage, smoke screens, enemy signals; activity at airdromes, ports, waterways, 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. DAMAGE TO A/C: (Briefly)

16. ENGINE FAILURES:

Right engine quit on landing with engine going.

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

25 is enough!

3-10-1944 R.R.C. Col. F.L. FILE COMPLETED 10-1-45

SQUADRON ~~367~~ 368 ~~369~~ A/C Number 498 Letter L Date 17/8/43

Bomb Load 10 x 500 H.B. Incend. Composite Position Information

Time Took Off 1151 Time Landed 1840

1. HOT WEBS to be phoned in? Yes No

Details:

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

CREW: Give Rank and Initials

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

Capt. L. Cook Pilot

2nd Lt. C. Logue CO-P

1st Lt. A. Winters Nav.

2nd Lt. A. Simmen Bomb.

S/Sgt. E. Ewing Radio

H/Sgt. J. Herman Top T.

S/Sgt. W. Tremper Ball T.

Sgt. Meade R. Waist

Sgt. Gramm L. Waist

S/Sgt. A. Jenniges Tail G.

2. TARGET ATTACKED: 1 second

Primary Time: 1505

Alternate Height: 22000

Last Resort Heading: 80°
(circle)

Duration Bomb Run: 40 sec

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other bombing:

Center of town
Target was not seen to be hit.

5. Any PHOTOGRAPHS taken: Yes? No? OK

Any Nickels: Yes NO

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number Boxes dropped

Number Boxes returned

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

South of course before 1. P. - Good rest

8. WEATHER: (If it affected mission)

Overcast - let cat down to get under way out.

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

Kept away from flak

Time	Place	Height	Type	Color	Location	Accuracy
		of	of	of	of	
		A/C	of	of	of	

Target mod. black inacc

Own observations about Flak: Flak all along route

in front - alt good - mostly to side

10. ENEMY FIGHTER OPERATIONS:

one turn tail.

150

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

(Antwerp)
escort left until - 1st to target, attacked again 20 after target - some all the way to Antwerp - as escort came.

pressed attacks - once 29 attacked #243 about.

(Tactics of E/A)

Red nose, yellow-nose, silver, camouflaged one wing black the other dark green, blue with white nose

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

(Our defensive action)

CLAIMS	
DESTROYED	3
PROBABLY	
DAMAGED	
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

Good - as planned

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,

Smoke screen target
Smoke screen around Antwerp. 1 FW 190 destroyed 2 circles came out each with a person
12. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by E/A Action, Accident or Undetermined Cause)
one flak, fighters others.

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

15. DAMAGE TO A/C: (Briefly)

holes in plane - scattered

16. TECHNICAL FAILURES:

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

S-2 OFFICER: P. H. H. 10K FILE CO. 2023

INTERROGATION FORM

SQUADRON ~~367~~ 368 ~~XXXXXX~~ A/C Number 560 Letter _____ Date 17/8/43
 Bomb Load 10 x 500 H.E. Incendi. _____ Position in Formation Composite Group
 Time Took Off _____ Time Landed _____

	X	X	X	X
X	X		X	X
X		X	<u>X</u>	X
X	X		X	X
X				X

CREW: Give Rank and Initials

1. HOT NEWS to be phoned in? Yes No

Details:

2. Wait gunners found out an A/C just before target plane came home

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

1st Lt. L. McIntire ✓ Pilot

2nd Lt. G. Goris ✓ CO-P

2nd Lt. J. Levy ✓ Nav.

2nd Lt. W. Swapp ✓ Bomb.

S/Sgt. C. Nichols ✓ Radio

T/Sgt. D. Griggs ✓ Top T.

S/Sgt. P. Lester ✓ Ball T.

S/Sgt. J. Kynatt ✓ R. Waist

S/Sgt. N. Brennan ✓ L. Waist

S/Sgt. L. Connolly ✓ Tail G.

1-17 blow up in air - under first fighter attack - 1 minute - just after the E/c was crashed E/c crashed

3-17's crashed - slightly after crossing German border - 7 shots out of one of the guns

2. TARGET ATTACKED:

Primary Time: 1505
 Alternate Height: 22000'
 Last Resort Heading: 750
 (circle)
 Duration Bomb Run: 30sec.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive: 10x500

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

Own Bombs: No

Other Bombing: lots of fires on our target (Composite) - "E" on target map
Target A was well hit.

5. Any PHOTOGRAPHS taken: Yes? No?

Any Nickels: Yes NO
 Number Boxes dropped _____
 Number Boxes returned _____

6. GROUND TARGETS HITTED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If APPROVED give time, place, height of turn; return for retreating early, and disposition of bombs.)

Don't know?

8. WEATHER: (If it affected mission) High clouds -

9. Flight encountered on way out, at target and on way home.

Time	Place	Height	Type	Color	Location	Accuracy
		or	(Alt.)	of	Remarks on re-	
		A/C	altitude or	marks	marks on A/C	

Target - since - 17 - (not over
12 miles from) - tracking
from vicinity of Antwerp - since - many - several
other spots but as the nav. did not keep a log
many of the info on this mission was given

INTERROGATION FORM

SQUADRON ~~XXX~~ 368 ~~XXXXXX~~ A/C Number 054 Letter Composite Date 17/8/43Bomb Load 10 X 500 H.E. Incend.

Position in Formation

Time Took Off 1152 Time Landed 1806

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

```

      X      X      X      X
    X  X  X  X  X  X  X
    X  X  X  X  X  X
    X  X  X  X  X  X
      X      X      X
  
```

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?

(Give position, time, altitude, full details)

1st Lt. W. Dooley Pilot

2nd Lt. W. Nally CO-P

2nd Lt. F. Bullard Nav.

2nd Lt. H. Urman Bomb.

T/Sgt. L. Morton Radio

T/Sgt. W. Back Top T.

S/Sgt. L. Haskell Ball T.

S/Sgt. J. Kelch L. Waist

S/Sgt. A. Nyman R. Waist

S/Sgt. H. Jordan Tail G.

2. TARGET ATTACKED:

Primary Time: 1505Alternate Height: 22,000Last Resort Heading: 94° mag.
(circle)Duration Bomb Run: 30.40"

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

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

Own Bombs:

Other Bombing: Building east of E on fire. Whole area north of E covered with bursts. Whole area raked

5. Any PHOTOGRAPHS taken: Yes? ☒ No ☐

Any Nickels: Yes ☒ No ☐

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number Boxes dropped

Number Boxes returned

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

all briefed

8. WEATHER: (If it affected mission) very good as reported by meteorologist

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

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or light)	Color of bursts	Location of Bursts in relation to A/C	Accuracy
	target		meager heavy		medium barrage	Inaccurate

Crew observations about flak: 2 FW's seemed 2 bombs burst behind this ship at low altitude.

10. ENEMY FIGHTER OPPOSITION:

50-75

FW 190

(Estimated total number of E/A seen)

(Types)

North of Liège for about 30 minutes - halfway back to coast.

(Location and length of fight)

By daylight together sun & attack (from 9 to 11) attacks from 730

2 attacks from 6 - persistent on low group

one of the E/A's seem to go down smoking in spin - seen seen to hit water

(Tactics of E/A)

some yellow noses - some white wings, some brown planes

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

peeled right & left to avoid 20mm shell. Top turret got a lot of shots, everyone got some

(Our defensive action)

C L A I M S

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.)

11. FIGHTER SUPPORT good - excellent

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,

Heavy river traffic between Bonn & Köln - Heavy smoke screen at Bonn

3) ship convoy off English coast headed south - on way out.

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) 20mm hole on left side near tail wheel

in ammunition box

16. TECHNICAL FAILURES: Rpt. waist gun jammed. Top turret gun jammed but was fired.

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

C-2 OFFICER

Kog

FILE CO FILED

1920

SQUADRON 207 368 99999999 A/C number 052 Letter Composite Date 17/8/43

Bomb Load 10 x 500 H.E. Incend.

Position in Formation

Time Took Off 1130 Time Landed 1815

X X X X X
X X X X X
X X X X X
X X X X X

1. NOTES to be phoned in? Yes No

Details:

1433 20900 3 B17's going down, 2 blew up one in dive. Two parachutes, one of which caught fire.

CREW: Give Rank and Initials

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

1st Lt. T. Husband Pilot

2nd Lt. R. Shingler CO-P

2nd Lt. A. Bycott Nav.

2nd Lt. E. Montoya Bomb.

S/Sgt. Górczyca Radio

2. TARGET ATTACKED:

Primary Time: 1506

Alternate Height: 22700

Last Resort Heading: 94°
(circle)

Duration Bomb Run: ...

1 minute approx

T/Sgt. F. Kilbride Top T. L.R.

S/Sgt. P. Wardis Ball T.

S/Sgt. P. Mantor R. Laist

S/Sgt. D. Neff L. Laist Top T.

S/Sgt. D. McCann Tail G.

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

10 x 500

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

Own Bombs: Slight undershoot.

Other Bombing:

Good - fires and explosions.
Direct hits on B.C and D.

5. Any PHOTOGRAPHS taken: Yes? No

Any Nickels: Yes NO

Number Boxes dropped

Number Boxes returned

6. TARGET IDENTIFIED BY CONFIRMED AND RESULTS:

NO

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

8. WEATHER: (If it affected mission) Vis. good - smoke from BAC interfered with F.

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

TIME	PLACE	HEIGHT	WEATHER	Color	Location	Accuracy
1130	1355	20900	Bursts of 4 about 18000, north of BAC	Dark	Bursts in re-lation to A/C	

One B17

Shot down

Shot down 1433 20900. Mod to intense damage created early wing but defence.

Weather: overcast. Flak: weakened later.

10. ENEMY AIRCRAFT COMPOSITION:

200. ME 109 and FW 190.

(Estimated total number of E/A seen)

(Types)

30M E/A: 1400. 23200. When Spitfires left hit approaching Ruhr valley at 1440.
(Location and length of fight)

About fifty E/A queuing up and coming in to attack, mostly from high 5 o'clock.

(Tactics of E/A)

Mostly red cowling, but one white cowling (FW 190). Many red spinners.

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

(Our defensive action)

C L A I M S

DESTROYED _____

PROBABLY /

DAMAGED _____

(Fill out immediately
separate CLAIM FORM for
each claim.)

11. FIGHTER SUPPORT

Spitfires escorted in from French coast about 23000 - thought excellent.

17's on the way back near Ghent about 25000 - very good.

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,

over

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)

P 47 seen to spin in - Pilot baled out.

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

15. _____

15. DEATHS TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

8-2 OFFICE

REC. CLERK P/L

FILE COMPLETE

1835

INTERROGATION FORM

SQUADRON 367 *Composite* A/C Number 815 Letter Date 17/8/43

Bomb Load 10 x 500 H.E. Incendi

Position in formation

Time Took Off 1154 Time landed 1800

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)

1st Lt. F.H. Ormen Pilot

2nd Lt. J.E. Winter CO-P

2nd Lt. H.C. Edelstein Nav.

2nd Lt. R.K. Pringle Bomb.

S/Sgt. W.C. Rozanski Radio

S/Sgt. D.M. Hovis Top T.

S/Sgt. J.K. Spell Ball T.

S/Sgt. P.A. Walsh R. Waist

S/Sgt. R.G. Van Dragt L. Waist

Sgt. A.E. Robinson Tail G.

2. TARGET ATTACKED:

Primary Time: 1806

Alternate Height: 21,500

Last Resort Heading: 65° mag.

(circle)
Duration Bomb Run:

20 min.

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned: Abortive:

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

Own Bombs: *seemed to hit all around target.*

Bl. smoke, 10,000 ft.

Other Bombing:

5. Any ~~MISSILES~~ *MISSILES* taken? Yes No Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number Boxes dropped

7. BOMB (if different than ordered) (if ABORTIVE give time, place, height of

...target, height for releasing bombs, and disposition of bombs.)
Fourth of course all the way through Germany. Took 12 min to get
into the target. Had a few times after target - got lost.

8. *... (if different than ordered) ...*
... (if different than ordered) ...

9. *... (if different than ordered) ...*
... (if different than ordered) ...

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

1349	Antwerp	24,000	mod	W.	gd.	gd..
------	---------	--------	-----	----	-----	------

1805	target	22,000	mod	White	5 right. low.	Predicted
------	--------	--------	-----	-------	---------------	-----------

Other observations about Flak: *...*

10. ENEMY FIGHTER OPPOSITION:

ASV-300 -
(Estimated total number of E/A seen)

FW 190s, for ME 707s
(Types)

Diurnal 9-11 high, then straight down low 11 and after
(Location and length of fight)

the other sometimes as many as 14 in sequence. Very aggressive,
remained there longer than 20 min.

Very close flying, made to spray whole formation.

(Tactics of E/A)
kept us over target. First met at 1346 hours before Anthony, then
to I P; after target all the way back to Anthony's area on
left side of target.

Yellow marks. Two came from ~~Anthony's~~ Clark high while
(Color, markings, etc. of E/A) ~~Anthony's~~ Clark high while
older up in air.

One ME 210 was shot down by one of our formations ~~5~~
5 minutes after target, but 9 minutes after F.W. pilot bail out behind the
formation. ~~Rightly so, attack by enemy~~

(Our defensive action).

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

Every fighter staying at the front
to drop bombs. Lost 4000 ft.
three or four times, then climbed
back up.

11. FIGHTER SUPPORT

Good - Anthony -

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military
importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy
signals; activity at airbases, ports, water-ways, roads, railroad yards; con-
centrations of vehicles, troops, vessels; landmarks, new enemy installations,
big fire east of Anthony's 5 miles
back from our target, apparently.

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) Bullet in elevator from enemy fire.

16. TECHNICAL FAILURES:

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

S-2 OFFICER

B. H. Pool Lt.

FILE COMPLETED 1907

INTER-LOCATION FORM

SQUADRON 360X 368 360X 368 A/C Number 586 Letter Date 17/8/43

Bomb Load 10 x 500 H.E. Incendiary Position in Formation

Time Took Off 1153 Time Landed 1801

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)

1st Lt. J. Balsew Pilot

2nd Lt. W. Jones CO-P

S/Sgt. L. Brandon Nav.

2nd Lt. J. Harrison Bomb

T/Sgt. J. Tobin Radio

T/Sgt. M. Enos Top T.

S/Sgt. L. Norman Ball T.

S/Sgt. M. McDaniel R. 1st

Sgt. Heintz L. 1st

T/Sgt. D. Philpot Tail G.

2. TARGET ATTACKED:

Primary Time: 1510

Alternate Height: 22,000

Last Resort Heading: 72°
(circle)

Duration Bomb Run: 40"

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

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

Own Bombs: 1st hit target A

Other Bombing: Buses hit

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number Boxes Dropped

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

went 15-20 min. too far south going into target

8. WEATHER: (If it affected mission) Smoke screen

good over target - vapor trails at 25,000

9. ENEMY Encountered on way out, at target and on way home,

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

From observations about Flak:

10. ENEMY FIGHTER OPPOS. ON:

about 150 FW + 709

(Estimated total number of E/A seen)

(Types) see below

1255-1335 coast - started 20 minutes before target + started
(Location and length of fight)

30 minutes after target

no attacks on this ship except one from 6 o'clock (see claim)

(Tactics of E/A)

underside of A. wing white, left wing black - some blue
noes some yellow noes

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

(Our defensive action)

CLAIMS

DESTROYED 1

PROBABLY 1

DAMAGED 1

(Fill out immediately
separate CLAIM FORM for
each claim.)

11. FIGHTER SUPPORT good when it was time - came in early
to pick up A/C over target

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; con-
centrations 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. ATTACK TO A/C: (Briefly)

16. TECHNICAL FAILURES: 1 - telephone to tail

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

too long raid

S-2 OFFICER Long

FILE COMPLETED 1847

MISSION LOADING LIST

Squadron 367th Bomb Sq (H). A/C Number 42-29894

Total time for complete mission 6:25 Date August 17, 1943.

O P. <u>Buckey, G. R.</u>	<u>Major</u>	O R. <u>Coulter, A. G.</u>	<u>T/Sgt.</u>
O CP. <u>Reecher, K. A.</u>	<u>Captain</u>	O G. <u>Corcoran, J. E.</u>	<u>S/Sgt.</u>
O N. <u>Alexander, C. A.</u>	<u>2nd Lt.</u>	O G. <u>Bloom, J. P.</u>	<u>S/Sgt.</u>
O B. <u>Coons, W. H.</u>	<u>Captain</u>	O G. <u>Twing, H. K.</u>	<u>S/Sgt.</u>
O E. <u>Argentos, J.</u>	<u>T/Sgt.</u>	O G. <u>Bell, W. J.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

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

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

O P. <u>Fuhrmeister, D.</u>	<u>Captain</u>	O R. <u>May, A. R.</u>	<u>T/Sgt.</u>
O CP. <u>Rasmussen, E. O.</u>	<u>2nd Lt.</u>	O G. <u>Clark, W. R.</u>	<u>S/Sgt.</u>
O N. <u>Titus, A. F.</u>	<u>1st Lt.</u>	O G. <u>Toney, G.</u>	<u>S/Sgt.</u>
O B. <u>Kostal, J. V.</u>	<u>1st Lt.</u>	O G. <u>Najors, O. K.</u>	<u>S/Sgt.</u>
O E. <u>Vondrachek, C. ^E</u>	<u>T/Sgt.</u>	O G. <u>Wilson, R. Y.</u>	<u>S/Sgt.</u>

MISSION LOADING LIST

Squadron 367th Bomb Sq (H). A/C Number 42-29794

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

o P. Kooima, L. W.	1st Lt.	o R. Brooks, C. L.	T/Sgt.
o CP. Crawford, F. H.	2nd Lt.	o G. Weston, R. S.	S/Sgt.
o N. Berkey, D. W.	2nd Lt.	o G. Couvillion, S. J.	S/Sgt.
o B. Cressy, C. A.	2nd Lt.	o G. Hutchinson, F. E.	S/Sgt.
o E. Struckhoff, V. A.	T/Sgt.	o G. Tinsley, A. W.	S/Sgt.

MISSION LOADING LIST

Squadron 367th Bomb Sq (H) A/C Number 42-815

Total time for complete mission 6:30 Date August, 17, 1943.

o P. Onnen, F. H.	1st Lt.	o R. Rozanski, W. Z.	S/Sgt.
o CP. Winter, J. E.	2nd Lt.	o G. Spell, J. K.	S/Sgt.
o N. Edelstein, H. C.	2nd Lt.	o G. Van Dragt, R. G.	S/Sgt.
o B. Pringle, R. K.	2nd Lt.	o G. Walsh, P. A.	S/Sgt.
o E. Hovis, E. M.	S/Sgt.	o G. Robinson, A. E.	S/Sgt.

MISSION LOADING LISTSquadron 367th Bomb Sq (H) A/C Number 42-29554Total time for complete mission 6:45 Date August 17, 1943.

0 P. Robinson, L. L.	1st Lt.	0 R. Merson, J. R.	S/Sgt.
0 CP. Tackmier, W. J.	2nd Lt.	0 G. Causey, M.	S/Sgt.
0 N. Moore, C. D.	1st Lt.	0 G. Hifler, W. J.	S/Sgt.
0 B. Pierce, F. A.	2nd Lt.	0 G. Heffner, H. W.	Sgt.
0 E. Walkenhorst, J. W.	T/Sgt.	0 G. Brittain, W. D.	S/Sgt.

MISSION LOADING LISTSquadron 367th Bomb Sq (H) A/C Number 42-5306Total time for complete mission 7:00 Date August 17, 1943.

0 P. Raper, W. S.	Major	0 R. Bocelli, J. C.	T/Sgt.
0 CP. Witt, T. F.	Captain	0 G. Pulliam, F. W.	S/Sgt.
0 N. Bennet, G. D.	Captain	0 G. Earnest, W. R.	S/Sgt.
0 B. Toland, H. J.	Captain	0 G. Adams, C. A.	S/Sgt.
0 E. Riecke, G.	T/Sgt.	0 TG. White, D. H.	2nd Lt.
		0 N. Tillery, O.	1st Lt.

MISSION LOADING LIST

Squadron 367th Bomb Sq (H) A/C Number 42-30175

Total time for complete mission 6:40 Date August 17, 1943.

0 P. Thomas, W. W.	1st Lt.	0 R. Palmer, F. W.	S/Sgt.
0 CP. Bisson, W. C.	2nd Lt.	0 G. Harris, J. E.	S/Sgt.
0 N. Mc Kaleb, H. B.	2nd Lt.	0 G. DEBryser, M.	S/Sgt.
0 B. Lukens, J. W.	2nd Lt.	0 G. Henderson, E. H.	S/Sgt.
0 E. Heyburn, A.	S/Sgt.	0 G. ST. Louis, E.	S/Sgt.

MISSION LOADING LIST

Squadron 368th A/C Number 42-30586

Total time for complete mission 6:40 Date August 17, 1943

P. 1st Lt. Belser, J.H.	R. T/Sgt. Tobin, J.J.
CP. 2nd Lt. Jones, W.D.	G. T/Sgt. Philpot, D.A.
G N. S/Sgt. Brandon, L.A.	G. S/Sgt. Norman, L.
B. 2nd Lt. Harrison, J.T.	G. S/Sgt. McDaniel, M.E.
E. S/Sgt. Enos, M.J.	G. Sgt. Heintz, E.J.

MISSION LOADING LIST

Squadron 368th A/C Number 42-29498

Total time for complete mission 7:10 Date August 17, 1943

P. <u>Capt. Cook, L.G.</u>	F. <u>Sgt. Ewing, E.D.</u>
CP. <u>2nd Lt. Logue, C.K.</u>	G. <u>Sgt. Gramm, E.F.</u>
N. <u>2nd Lt. Simmen, A.E.</u>	G. <u>S/Sgt. Tremper, W.J.</u>
E. <u>1st Lt. Winters, A.</u>	G. <u>Sgt. Meade, W.J.</u>
E. <u>T/Sgt. Herman, J.K.</u>	G. <u>S/Sgt. Jenniges, A.N.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 42-25054

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

P. <u>1st Lt. Dooley, W.J.</u>	R. <u>T/Sgt. Morton, L.E.</u>
CP. <u>2nd Lt. Nally, W.S.</u>	G. <u>S/Sgt. Kelch, J.A.</u>
N. <u>2nd Lt. Bullard, F.E.</u>	G. <u>S/Sgt. Nyman, A.A.</u>
B. <u>2nd Lt. Urman, H.</u>	G. <u>S/Sgt. Haskell, L.</u>
E. <u>T/Sgt. Back, W.P.</u>	G. <u>S/Sgt. Jordan, H.E.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 42-30163
Total time for complete mission 6:45 Date August 17, 1943

P. <u>Capt. Fryer, R.R.</u>	R. <u>S/Sgt. Plaskett, W.B.</u>
CP. <u>2nd Lt. Peterson, W.D.</u>	G. <u>Sgt. Huntzinger, F.E.</u>
N. <u>1st Lt. Dix, M.D.</u>	G. <u>S/Sgt. Monser, G.S.</u>
B. <u>1st Lt. Ezell, H.F.</u>	G. <u>Sgt. Banks, R.K.</u>
E. <u>T/Sgt. Utley, W.L.</u>	G. <u>2nd Lt. Ranck, R.C.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 42-5052
Total time for complete mission 6:45 Date Aug. 17, 1943

P. <u>1st Lt. Husband, T.B.</u>	R. <u>S/Sgt. Gorczyca, H.E.</u>
CP. <u>2nd Lt. Shingler, R.W.</u>	G. <u>S/Sgt. Mantor, P.W.D.</u>
N. <u>2nd Lt. Bycott, A.G.</u>	G. <u>S/Sgt. Mardis, P.</u>
B. <u>2nd Lt. Montoya, E.M.</u>	G. <u>S/Sgt. McCann, P.T.</u>
E. <u>T/Sgt. Kilbride, F.J.</u>	G. <u>S/Sgt. Neff, D.E.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 41-24560

Total time for complete mission 6:25 Date August 17, 1943

P. <u>1st Lt. McIntire, L.S.</u>	R. <u>S/Sgt. Nichols, C.A.</u>
CP. <u>2nd Lt. Goris, G.E.</u>	G. <u>S/Sgt. Connolly, L.J.</u>
N. <u>2nd Lt. Levy, J.M.</u>	G. <u>S/Sgt. Lester, P.G.</u>
B. <u>2nd Lt. Swapp, W.W.</u>	G. <u>S/Sgt. Mynatt, J.G.</u>
E. <u>T/Sgt. Griggs, D.A.</u>	G. <u>S/Sgt. Brennan, N.H.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 42-5428

Total time for complete mission 6:20 Date August 17, 1943

P. <u>Capt. Paris, G.E.</u>	R. <u>T/Sgt. Milner, J.E.</u>
CP. <u>2nd Lt. Maslanka, E.L.</u>	G. <u>S/Sgt. Sorenson, A.R.</u>
N. <u>2nd Lt. Slater, R.L.</u>	G. <u>S/Sgt. Holt, G.G.</u>
B. <u>2nd Lt. Silverstein, S.</u>	G. <u>S/Sgt. Miglioresi, J.J.</u>
E. <u>T/Sgt. Long, R.L.</u>	G. <u>S/Sgt. Coulson, J.</u>

MISSION LOADING LIST

Squadron 368th A/C Number 42-3142
Total time for complete mission 7:15 Date August 17, 1943

P. <u>1st Lt. Robinson, R.L.</u>	R. <u>T/Sgt. Bearden, S.P.</u>
CP. <u>2nd Lt. Katz, W.</u>	G. <u>S/Sgt. Fisher, G.P.</u>
N. <u>2nd Lt. Holmes, C.W.</u>	G. <u>S/Sgt. Nicholson, C.R.</u>
B. <u>2nd Lt. Lamb, B.R.</u>	G. <u>Sgt. Northcott, L.W.</u>
E. <u>T/Sgt. Whitten, H.R.</u>	G. <u>S/Sgt. Arrieta, M.B.</u>

MISSION LOADING LIST

Squadron 369th Bomb Sq. (H) A/C Number 42-29477
Total time for complete mission 6:20 Date Aug. 17, 1943

P. <u>Bryant, B. C.</u>	<u>2nd. Lt.</u>	O R. <u>Piedmont, D. J.</u>	<u>Sgt.</u>
O CP. <u>Peters, R. T.</u>	<u>"</u>	O G. <u>Grimm, R. M.</u>	<u>S/Sgt.</u>
O N. <u>Peterson, D. H.</u>	<u>1st. Lt.</u>	O G. <u>Sewald, A. E.</u>	<u>Sgt.</u>
O B. <u>Vaughter, J. V.</u>	<u>"</u>	O G. <u>Mayer, E. J.</u>	<u>"</u>
O E. <u>John, M. L.</u>	<u>S/Sgt.</u>	O G. <u>Williams, D. J.</u>	<u>"</u>

MISSION LOADING LISTSquadron 369th.Bomb.Sq. (H) A/C Number 42-29629Total time for complete mission 6:50 Date Aug. 17, 1943

0 P. Klette, I. J.	1st. Lt.	0 R. Swift, B. A.	Sgt.
0 CP. Lockyear, W. H.	2nd. Lt.	0 G. Wieland, A. H.	"
0 N. Dash, D. B.	"	0 G. Maron, H. M.	S/Sgt.
0 B. Nagy, A. J.	"	0 G. Regan, J. J.	Sgt.
0 E. Rich, D. C.	S/Sgt.	0 G. Kurk, L. J.	"

MISSION LOADING LISTSquadron 369th.Bomb.Sq.(H) A/C Number 729Total time for complete mission 6:30 Date Aug. 17, 1943

6 P. Maresh, A. H.	1st. Lt.	0 R. Lewis, G. F.	S/Sgt.
0 CP. Bettinger, G. C.	2nd. Lt.	0 G. Steinhart, M.	Sgt.
0 N. Meltzer, G.	"	0 G. Oliver, B.	"
0 B. Isaac, A.	"	0 G. Harkin, T.	"
0 E. Oldfield, B. D.	Sgt.	0 G. Voight, L. K.	"

MISSION LOADING LIST

Squadron 369th Bomb. Sq. A/C Number 41-24629
 Total time for complete mission 6:10 Date Aug. 17, 1943

o P. Murphy, E. M. F/O o R. Newport, R. L. S/Sgt.
 o CP. Haas, N. M. 1st. Lt. o G. Owens, J. E. T/Sgt.
 o S. Lindsay, R. S. 2nd. Lt. o G. Deets, J. T. S/Sgt.
 o B. Bittman, H. H. " o G. Melita, C. A. Sgt.
 o E. O'Neill, J. J. T/SGt o G. Meaux, A. F. T/Sgt.

MISSION LOADING LIST

Squadron 369th Bomb. Sq. A/C Number 42-3169
 Total time for complete mission 6:20 Date Aug. 17, 1943

o P. Porter, R. W. 1st. Lt. o R. Krueger, H. H. T/Sgt.
 o CP. Sharkey, H. C. 2nd. Lt. o G. McCabe, J. F. S/Sgt.
 o N. Belknap, G. M. " o G. Hodge, J. E. "
 o B. Jones, L. B. T/Sgt. o G. Cook, L. B. "
 o E. Kimball, J. B. " o G. Rogers, H. E. "

MISSION LOADING LIST

Squadron ~~XXXXX~~ 369th. Bomb. Sq. A/C Number 42-29741

Total time for complete mission 6:35 Date Aug. 17, 1943

✓ P. Price, W. A.	1st. Lt.	0 R. Evenson, J. A.	S/Sgt.
0 CP. Fallow, R. L.	2nd. Lt.	0 G. Fassig, B. L.	"
0 N. Madden, E. P.	"	G. Hoser, H. W.	T/Sgt.
0 B. Dunlap, C. L.	"	0 G. Frymoyer, C. E.	"
0 E. Fox, E. K.	S/Sgt	0 G. Holleman, S. H.	"

MISSION LOADING LIST

Squadron 369th. Bomb. Sq. A/C Number 993

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

0 P. Wheeler, D. W.	Capt.	0 R. Narum, M. A.	T/Sgt.
0 CP. Reed, M. D.	W/O	0 G. Mills, E. W.	S/Sgt.
0 N. Cavedo, K. B.	2nd. Lieut.	0 G. Montana, J. F.	"
0 B. Evans, E. A.	1st. Lieut.	0 G. McGrane, C. W.	Sgt.
0 E. Noves, H. L.	T/Sgt.	0 G. Trahan, John	"

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-29930Total time for complete mission 6:10 Date August 17, 1943

P. <u>Cassedy, W. P.</u>	<u>1st Lt.</u>	~~EX~~ E. <u>Bartlett, M. L.</u>	<u>T/Sgt.</u>
CP. <u>Rodman, D. C.</u>	<u>2nd Lt.</u>	G. <u>Hooks, J. O.</u>	<u>S/Sgt.</u>
N. <u>Clarida, W. C.</u>	<u>2nd Lt.</u>	G. <u>Peto, J.</u>	<u>Sgt.</u>
B. <u>Sanders, J. E.</u>	<u>2nd Lt.</u>	G. <u>Wilkinson, W. R.</u>	<u>Sgt.</u>
RO ~~E.~~ <u>Johnson, W. T.</u>	<u>T/Sgt.</u>	G. <u>Edwards, M. B.</u>	<u>S/Sgt.</u>

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 41-24557Total time for complete mission 5:50 Date August 17, 1943

P. <u>Jackson, J. D.</u>	<u>2nd Lt.</u>	R. <u>Mowrer, R. G.</u>	<u>S/Sgt.</u>
CP. <u>Rich, K. W.</u>	<u>2nd Lt.</u>	G. <u>Simpson, E. C.</u>	<u>Sgt.</u>
N. <u>Bowers, C. G.</u>	<u>2nd Lt.</u>	G. <u>Rood, K. B.</u>	<u>Sgt.</u>
B. <u>Huisinga, R. W.</u>	<u>2nd Lt.</u>	G. <u>Hucker, W. A.</u>	<u>Sgt.</u>
E. <u>Liewer, L. V.</u>	<u>S/Sgt.</u>	G. <u>Kozlowski, W. A.</u>	<u>Sgt.</u>

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-30221Total time for complete mission 6:30 Date August 17, 1943

o P. Jeffries, V. H. F/O	o R. McGivney, M. A. T/S ^u t.
o CP. Bumpas, E. F. 2nd Lt.	o G. Shelly, C. S/Sgt.
o N. Morris, A. S. 2nd Lt.	o G. Van Cleave, O. A. S/Sgt.
o B. Moon, J. H. 1st Lt.	o G. Stokoski, E. J. S/Sgt.
o E. Fahrenhold, W. W. T/Sgt.	o G. Taylor, R. L. S/Sgt.

MISSION LOADING LISTSquadron 423rd Bomb Sq (H) A/C Number 42-29971Total time for complete mission 6:05 Date August 17, 1943

o P. Kackstetter, F. M. 1st Lt.	R. o Pfister, E. A. T/Sgt.
o CP. Sylvester, J. F. F/O	G. o Adrian, A. R. S/Sgt.
o N. Pierce, L. S. 1st Lt.	G. o Blum, F. A. T/Sgt.
o B. Lucas, J. S. 1st Lt.	G. o Bostic, N. L. S/Sgt.
o E. Buchanan, B. F. T/Sgt.	G. o Gray, W. J. T/S ^u t.

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-5714
Total time for complete mission 6:15 Date August 17, 1943

0 P. Lewis, J. H. 2nd Lt.	0 R. Day, W. F. S/Sgt.
0 CP. Bickett, K. R. 2nd Lt.	0 G. Axelrod, D. Sgt.
0 N. Prentice, A. J. 2nd Lt.	0 G. Goetz, L. R. Sgt.
0 B. Manning, P. V. 2nd Lt.	0 G. De Pietro, G. Sgt.
0 E. Capper, L. C. S/Sgt.	0 G. Morgan, W. Sgt.

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-29809
Total time for complete mission 6:15 Date August 17, 1943

0 P. Munger, C. E. 1st Lt.	R. 0 Eitner, W. V. S/S ^u t.
0 CP. Engel, H. J. 2nd Lt.	G. 0 Lord, L. L. S/Sgt.
0 N. Dickenson, W. H. 2nd Lt.	G. 0 Walters, E. D. S/Sgt.
0 B. Wick, W. R. 2nd Lt.	G. 0 Shutts, H. R. S/Sgt.
0 E. Biggs, R. B. T/Sgt.	G. 0 Cordery, H. C. S/S ^u t.

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H)

A/C Number 42-30603

Total time for complete mission 6:30

Date August 17, 1943

0 P. <u>Reese, G.</u>	<u>1st Lt.</u>	0 R. <u>Borlik, E. J.</u>	<u>T/Sgt.</u>
0 CP. <u>Eckles, R. B.</u>	<u>2nd Lt.</u>	0 G. <u>Brinkman, J. T.</u>	<u>S/Sgt.</u>
0 N. <u>Barton, R. D.</u>	<u>2nd Lt</u>	0 G. <u>Braman, J. L.</u>	<u>S/S t.</u>
0 B. <u>Feldman, L.</u>	<u>2nd Lt.</u>	0 G. <u>Jessup, J. H</u>	<u>S/Sgt.</u>
0 E. <u>Hawkes, H. W.</u>	<u>T/Sgt.</u>	0 G. <u>Parks, L. B.</u>	<u>S/Sgt.</u>

Group 306Squadron 368A/C No. 498Place where attacked East of AntwerpTime 14:00 Height 22,000 ft.Story of the attack-- E/A came in from left waist about 7 o'clock, low.

As it came under right waist the right waist gunner opened fire at 75 yds.,
with bursts of about 15 rounds - enemy Pilot bailed out, E/A caught fire
and was seen to crash.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack: COMPOSITE

On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

DECLASSIFIED

745005

NARS, Date 4/12/79

Data on combat

- our heading 122°
- visibility excellent
- type of E/A F4U
- level of attack;
 from high above
 (Check level
 one) below X
 very low

3. Our Gun Positions Firing on E/A

Names Sgt. E. F. Gramm 20818304 Dillsburg, Penn.Positions Rt. Waist Gunner

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

Corroborated by Sgt. W. J. MeadePosition in A/C Rt. Waist GunnerOther A/C firing at the same time? NoneComments of the interrogator: Destroyed

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

Time _____ Interrogator _____

1st. Lt. Rudolph Skalak, Jr.

CONFIDENTIAL

Group 306 Date 17/5/43
Squadron 363 E. of Maastricht
A/C No. 163 Height 11,05 22,800'

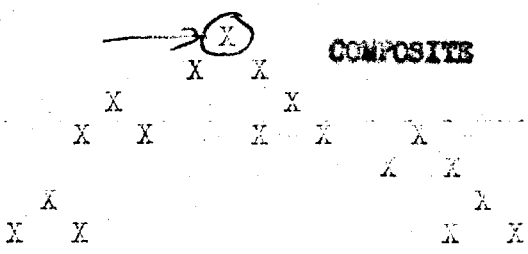
Story of the attack -- B/A F4190 attacked level 9 o'clock at 600 yards.
Broke off attack, then B/A attacked again from 8 o'clock. Left waist
hit B/A at 550 yds. B/A caught on fire, flames were visible over
entire length of B/A. B/A fell out of control and when last seen was
falling with fire still covering fuselage, cockpit and motor.

PROBABLE
A-2 1.8 W.

(Include above how E/A attacked; how close he came; where he was hit; how much 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 1290 mag.
b. visibility good
c. type of E/A F-190
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. G. Hensler
Positions Left Waist

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

Corroborated by Lt. R.C. Ranck Sgt. Huntsinger, F.B.
Position in A/C Tail gunner ball turret

Other A/C firing at the same time? none

Comments of the interrogator: Destroyed

If formation was very different from standard, show on back of sheet. Time _____ Interrogator R. Skalak

Group 306

Squadron 358

A/C No. 163

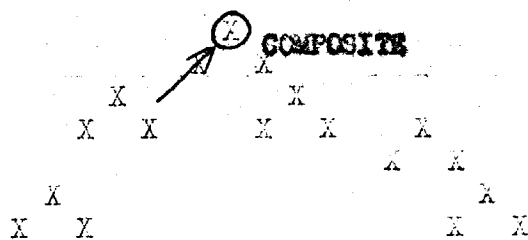
Date 17/8/43
Place W of Maastricht
Time 1400 Height 23,000'

Story of the attack-- E/A came in from 7 o'clock, low. Left waist
gunner shot underneath tail and hit E/A F4190 at 400 yds. E/A was
seen to blow up.

DESTROYED

(Include above how E/A attacked; how close he came; where he was hit; how much 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 1290 Mag
- b. visibility good
- c. type of E/A F4190
- 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. C. Monster

Positions Left Waist

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

Corroborated by Lt. R.C. Ranck

Position in A/C Tail Gunner- Observer

Other A/C firing at the same time? None

Comments of the interrogator: Destroyed

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

Time _____ Interrogator

R. Skalak

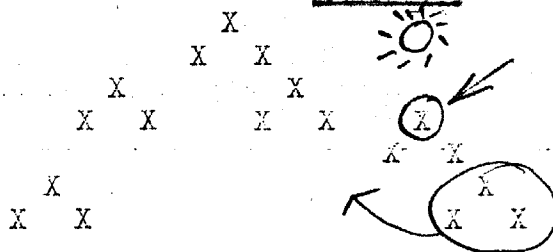
~~CONFIDENTIAL~~Group 306Date 17/8/43Squadron 363Place where attacked 30 miles S. W. of FrankfurtA/C No. 052Time 14:25 Height 22,700 ft.

Story of the attack— FX 190 came in high from 2:30 o'clock. Top turret
gunner fired about 60 rounds from range of 500 to 100 yards. E/A fired
in return but his fire was high. Flamer seen to come out of engine
cowlings disintegrated. FX 190 half rolled and went down. Haze prevented
view of E/A hitting the ground.

DAMAGED

A-2. I.S.W.

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

2. Diagram of attack:COMPOSITE

On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

Data on combat

- our heading _____
- visibility _____
- type of E/A _____
- level of attack;
 - from high above X
 - (Check level _____
 - one) below _____
 - very low _____

3. Our Gun Positions Firing on E/ANames S/Lt. D. NeffPositions Top Turret4. If E/A was shot down or damaged:

Corroborated by Lt. A. G. Bycott
 Position in A/C Navigator

Other A/C firing at the same time? NoComments of the interrogator: Claims seems o.k.

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

Time 12:00 InterrogatorF/Lt. L.P.C. Cotter

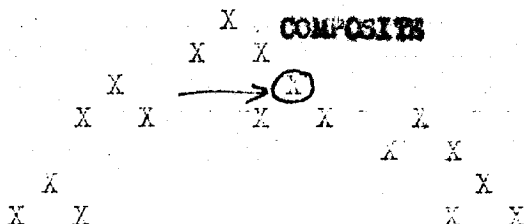
Group 306Squadron 358A/C No. 498Time 1430Height 22,000'Date 17/3/43Place where attacked Near Frankfurt

Story of the attack-- Fu190 came in from 9 o'clock level. Ball turret
opened fire at 75 yards as E/A turned under this A/C. His tracers
went into E/A. Two chutes came out of the Fu190 which caught fire and
was seen to explode. 1st chute was on fire.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack:

On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

Data on combat

- our heading 120°
- visibility excellent
- type of E/A Fu190
- level of attack;
 from high above _____
 (Check level X and then
 one) below X
 very low _____

3. Our Gun Positions Firing on E/ANames S/Sgt. W.J. TromperPositions Ball turret

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

Corroborated by S/Sgt. A. JannigaPosition in A/C Tail gunnerOther A/C firing at the same time? noneComments of the interrogator: Destroyed

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

Time _____ Interrogator

A. Szalek

Group 306Squadron 368A/C No. 443Time 14:39 Height 21,300 ft.Place where attacked 49° 05' N. 02° 20' E.Story of the attack-- 23 came from 6 o'clock high with 2 others.

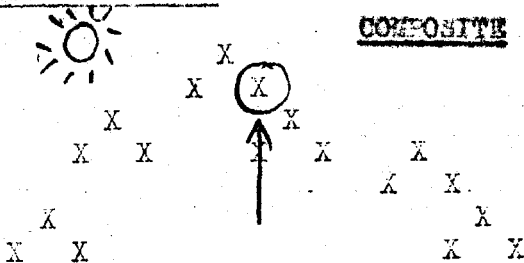
T/Turret saw his own tracers going into him. Then FX about 400 yards from
B 17, enemy Pilot bailed out and chute opened. A/C disappeared from sight.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack:



On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

Data on combat

- our heading _____
- visibility _____
- type of E/A _____
- level of attack;
 - from high above X
 - (Check level _____
 - one) below _____
 - very low _____

3. Our Gun Positions Firing on E/A

Names John CoulsonPositions Tail Gunner

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

Corroborated by G. G. HoltPosition in A/C Ball Turret

Other A/C firing at the same time? _____

Comments of the interrogator: Destroyed

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

Time 19:55 InterrogatorIt. B. H. Pool

~~CONFIDENTIAL~~

Group 306

Date 27/5/43

Squadron 306

Place where attacked 30 minutes before target.

A/C No. 530

Time 13:40 Height 22,000 ft.

Story of the attack-- Came in to about 300 yards. fired one short and one
long burst. E/A was at 6:30 - 5:30 o'clock. Pealed off and came out
seen by ball turret and top turret gunner.

DESTROYED

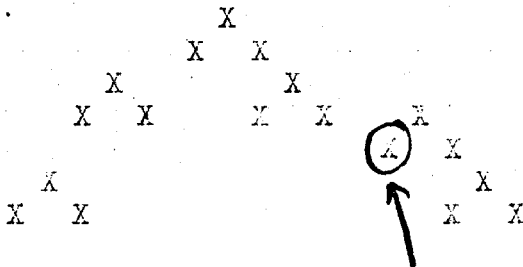
(Include above how E/A attacked; how close he came; where he was hit;
how much he was damaged; & how he looked and acted going away.)

2. Diagram of attack:

COMPOSITE

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 FW 190
- d. level of attack;
from high above
(Check level X
one) below
very low

3. Our Gun Positions Firing on E/A

Names T/Sgt. D. A. Philpot

Positions Tail Gunner

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

Corroborated by S/Sgt. L. Norman T/Sgt. M. Enos
Position in A/C Ball Turret Gunner Top Turret Gunner

Other A/C firing at the same time? No

Comments of the interrogator: Undoubtedly Destroyed.

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

Time 13:50 Interrogator

2nd. Hoag.

~~CONFIDENTIAL~~

Group 306

Date 17/8/43

Squadron 363

Place where attacked N. of Frankfurt

A/C No. 498

Time 1545

Height 20,000'

Story of the attack-- E/A FM190 came in level at 6 o'clock. At 100 yds

E/A stalled out, T/Gunner had opened fire at 800 yds. E/A still kept

coming in as if crippled and then blow up at close range, less than

100 yards. E/Pilot was not seen to bail out.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack:

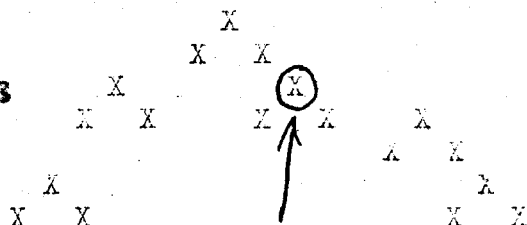
On diagram, show

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

Data on combat

- a. our heading 2700
- b. visibility excellent
- c. type of E/A FM190
- d. level of attack;
 - from high above
 - (Check level X
 - one) below
 - very low

COMPOSITE



3. Our Gun Positions Firing on E/A

Names S/Sgt. A. Jenaiges

Positions Tail gunner

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

Corroborated by S/Sgt. E. Ewing

Position in A/C Radio

Other A/C firing at the same time? none

Comments of the interrogator: Destroyed

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

Interrogator

R. Skalak

~~CONFIDENTIAL~~

Group 306

Date 27/8/43

Squadron 369

Place where attacked After target

A/C No. 169

Time 2545 Height 20,000'

Story of the attack-- Me210 attacked from 6 o'clock, above. Fired first at 700 yards. Tracers poured in. Smoke poured out, dived straight down, hit ground and exploded.

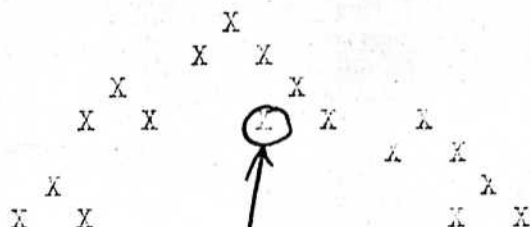
DESTROYED
A-2. I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much 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 _____
- b. visibility good
- c. type of E/A Me210
- d. level of attack;
from high above X
(Check level _____
one) below _____
very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. Harold E. Rogers

Positions Tail gunner

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

Corroborated by S/Sgt. Leonard B. Cook
Position in A/C Left Waist

Other A/C firing at the same time? possibly

Comments of the interrogator: _____

~~CONFIDENTIAL~~

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

Time _____ Interrogator

Jeremiah P. O'Sullivan

COMBAT FORM

Group 306Squadron 367A/C No. 720Time 1445 Height 20,000'Date 17/8/43Place where attacked Just before target

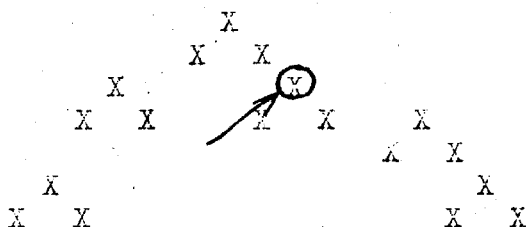
Story of the attack-- Me109 attacked from 8 o'clock, level. Fired on
at 800 yards to 400 yards. E/A peeled off, nose down, hit ground and
blew up.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack:



On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

Data on combat

- our heading _____
- visibility good
- type of E/A Me109
- level of attack;
 from high above _____
 (Check level X
 one) below _____
 very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. Walter B. ClarkPositions Ball turret

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

Corroborated by S/Sgt. Owen K. NaborsPosition in A/C Left Waist Gunner

Other A/C firing at the same time? _____

Comments of the interrogator: _____

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

Time _____ Interrogator _____

Jeremiah P. O'Sullivan

Practiced eight weeks for first Schweinfurt raid, and then didn't fly it.

Ball turret transferred in the air to the wing root of another plane. When plane slipped in tight formation. Stayed on wing until landing, and gunner survived.

17 August 43

Destroyed e/a - E. F. Gramm
W. J. Tremper
John Coulson
DA Philpot
A. Jennings
Harold Rogers
Walter R. Clark

17 August 1943

Bombing stats:

Composite Group

85⁰T, 35 seconds, 23,075 ft, 1505 hrs, 90x500

306th

118⁰T, 50 seconds, 21,950ft, 1506 hrs, 105x1000

No abortives

Minor damage to 14, major to 3

306

337

457

Group _____ Date 17/8/43
 Squadron _____ N. E. of Target
 A/C No. _____ 15:25 Height 21,000 ft.

Story of the attack— E/A came in high at 6 o'clock. Tail Gunner opened

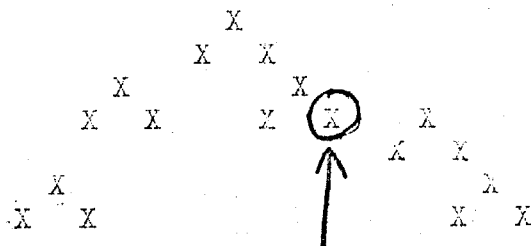
fire at 1200 yards, continued bursts until 500 yards. E/A rolled over, headed
straight down for ground. E/A caught on fire, was seen to explode as he hit the
ground. No chute seen.

DESTROYED

A-2. I.B.W.

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

2. Diagram of attack:



On diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position.

Data on combat

- our heading 283°
- visibility Good
- type of E/A ME 109
- level of attack; X
 from high above _____
 (Check level _____
 one) below _____
 very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. D. J. Antonelli 31135825 Norwood, Mass.

Positions Tail Gunner

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

Corroborated by S/Sgt. L. A. Leggett S/Sgt. D. J. Foster
Right Waist Gunner Ball Turret

Position in A/C None

Other A/C firing at the same time? Destroyed

Comments of the interrogator: _____

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

Time _____ Interrogator Lt. Rudolph Skalak, Jr.

Smithsonian



August 1983

Manteo marionettes:
valiant knights of
wood and metal (p. 68)



of the
ion.

This elegant wood display cabinet, specially designed to show the complete collection, will be furnished at no extra charge.

By John Keegan

‘We wanted beady-eyed guys just absolutely holding the course’



form directly suitable for conceptual visualization.

Because the boundary geometric description must be transformed into an analysis model not once but several times, some type of automatic finite element mesh generation is required. The researchers adapted a mesh generation technique which divides a closed region into triangular elements based on a discrete description of the boundary. The sizes of the elements of the mesh are determined by a characteristic length selected for each problem and are related to the need for accurately describing the geometry. Automatic triangulation is used to create a set of connectivities for the discrete points placed uniformly throughout the part's interior with approximately the same density as the boundary points. The combination of boundary data description and automatic mesh generation permits the system to accommodate major changes in shape from the initial design.

ADEQUACY of the triangular meshes to calculate accurate stress levels was next addressed by the development of an adaptive mesh refinement scheme. By evaluating the solution for the uniform mesh created by the choice of characteristic length and identifying areas where the strain energy density changes rapidly, the system selects the areas of the mesh that require mesh refinement. These refinements can take the form of either adding elements in the area to be refined or increasing the order of the finite element

polynomial interpolation. The former approach has been taken, because it can be implemented automatically and does not require the formulation of new finite elements.

The culmination of the process introduces an optimization routine which directs the design toward a minimum mass configuration. A mathematical optimization technique is used to change the design to that shape giving minimum mass within the structural constraints. This optimization technique is based upon a sequential first-order Taylor series approximation of the constraints and a feasible directions solution of the problem. Periodic mesh refinements are performed throughout the optimization, since the design is continually changing, and the system must predict the stresses and the behavior of the constraints as the design changes.

"By taking an integrated approach," says Dr. Bennett, "we're able to combine the objectives of reducing the mass of the material and meeting structural performance requirements in a single automatic system."

"We expect," adds Dr. Botkin, "that in the future this technique will become the standard way of designing structural components."

General Motors



THE MEN BEHIND THE WORK



Drs. Jim Bennett and Mark Botkin are members of the Engineering Mechanics Department at the General Motors Research Laboratories.

Dr. Bennett holds the title of Assistant Department Head. He attended the University of Michigan as an undergraduate and received his graduate degrees from the same institution in the field of aerospace engineering. His Ph.D. thesis concerned non-linear vibrations. Before coming to General Motors in 1973, he taught aeronautical and astronautical engineering at the University of Illinois.

Dr. Botkin is a Staff Research Engineer. He received his undergraduate and graduate degrees from the University of Missouri at Rolla. His graduate work was in the field of civil engineering, and his doctoral thesis concerned structural optimization. Prior to joining General Motors in 1978, he worked for four years as a consultant to computer applications engineers.

Forty years ago, the U.S. 8th Army Air Force and the city of Schweinfurt endured a bloody raid that was aimed at ending the war early

Today, airpower has a bad name. One way or another, instantaneous death from the skies now threatens about half the human race, with the rest doomed to linger only a little way behind. Indeed, so potent has the air become as the medium for an exchange of death-dealing weapons that most traditional land and sea forces have dwindled into secondary significance. Nations that used to shrink from the sound of gunfire or the threat of sea blockade now find armies and navies almost reassuringly old-fashioned. It is the third service, and the skies in which it operates, that have the power to terrify.

Time was when airpower was seen quite differently, as an almost surgically beneficent means of bringing an enemy to his knees, with little pain either to him or to his opponent. The vision even had a slogan, "Victory through Airpower," and, appropriately, was most fully espoused in America. I say "appropriately," because the view combined moral scruple, historical optimism and technological pioneering, all three distinctly American characteristics.

Just 40 years ago this month, the first experiment was made to see if victory could indeed be won through airpower. The instrument was the Eighth Army Air Force. The target was an "industrial bottleneck," a complex of ball-bearing factories in Schweinfurt, Germany, deemed crucial to Hitler's war effort.

Attacking industrial bottlenecks in hope of destroying an enemy's economy was not a new idea. The British had tried it early in the war. But in 1941 daylight raids on German military positions in occupied countries, the Royal Air Force Bomber Command suffered such high casualties that they were forced into attacking under cover of darkness. Night bombing proved shamefully inaccurate, however. During 1942 many RAF bombs were falling in open countryside 25 or even 50 miles from the intended target.

These events provoked a court revolution in the RAF and brought to power Air Chief Marshal Sir Arthur Harris. His policy was brutally simple. Since the RAF could not hit what it chose, it would hit what it could, *i.e.*, German cities. As he saw it, the effect would be to weaken Germany's will to fight, a classic object of strategy and perhaps a more direct way to victory than attempted destruction of industrial bottlenecks. So began those much publicized "Thousand Bomber" raids, with devastating firestorms of the kind that would destroy Dresden in 1945.

The U.S. Army Air Force was by no means ready to follow the same road. It had built its identity on the

On August 17, 1943, B-17 bombers wheel high above a cluster of burning factories deep inside Germany.



In artist's re-creation, a burning Fortress begins to slide out of the comparative safety of a "combat box."

Allied fighter cover has long since been left behind, and German planes are attacking in line from head-on.

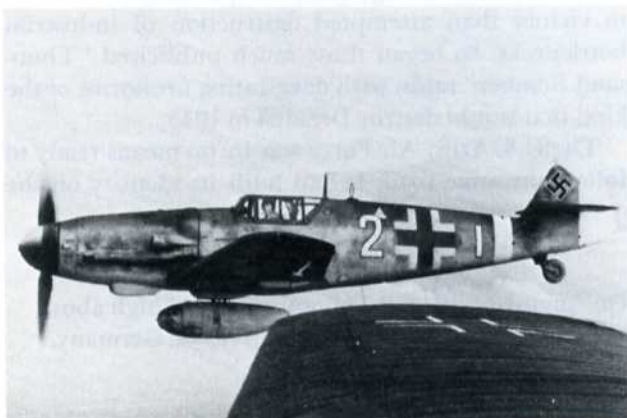
principle of precision bombing. In the 1920s, General William Mitchell had outraged the U.S. Navy by demonstrating that airplanes could hit and sink battle-ships. By the late 1930s, the Army had acquired the Boeing B-17 bomber and the Norden bombsight. Together they promised the kind of accuracy that, as air-men liked to boast, could put a bomb into a "pickle barrel" from 25,000 feet. If, like RAF bombers, the Boeings were to journey to Germany only by night, they would not be able to see their targets under attack clearly enough to produce accurate results, and thus justify their existence and their tactical mission.

For the young enthusiasts of the USAAF, moreover, "Victory through Airpower" was more than a slogan. It was a formula for a revolution in strategy. From the moment the Eighth Air Force arrived in Britain in

February 1942, pilots threw themselves with passionate energy into the business of making daylight bombing work. At first they lacked the experience and equipment to venture farther than just across the Channel to Occupied France, but they knew their real goal would be targets in Germany.

In January 1943, the British air marshals argued that the American effort should be incorporated into their own, which would put an end to daylight bombing. But Maj. Gen. Ira Eaker, Commander of the Eighth Air Force, fought them off. In a tense meeting he presented Winston Churchill with an eight-point memorandum arguing the case for both day and night bombing. Churchill was impressed by Eaker's Point Three: "By bombing the devils around the clock, we can prevent the German defenses from getting any

Messerschmitt Bf 109 had two 13mm machine guns.



Messerschmitt 410 had up to six 20mm cannons.





During raid the Luftwaffe had more than 300 Messerschmitt and Focke Wulf fighters in action.

rest." Eaker then declared that the Eighth was now ready, and would be bombing targets inside Germany within a month. Churchill was persuaded.

The eventual outcome was Operation Pointblank, aimed at liberating Europe by a Combined Bomber Offensive, with two air forces complementing each other in sustained day and night attacks.

Eaker set his command four main sets of targets: submarine bases, the aircraft industry, oil refineries and, finally, ball-bearing plants. By the reckoning of his economic advisers, the Eighth Air Force would thereby bring under attack the whole range of production upon which the German war effort depended.

German flak and fighters together had driven the RAF into night bombing, and rather more the fighters than the flak. British aircraft, carrying only three gun-

ners and light .303 guns, made vulnerable targets. But it was not for nothing that the B-17 was known as the Flying Fortress. Its 11 machine guns were .50 caliber, and often more guns were added. Moreover, the perfection of close-formation tactics now allowed Flying Fortresses to proceed toward their targets in a mutually supportive "self-defending box." A typical formation consisted of three 21-plane groups, staggered at slightly different altitudes. This gave American bombing raids a menacing firepower from which all but the most determined German fighters might flinch.

During 1943, most German fighters were busy supporting German armies in North Africa and in Russia. Those available for the defense of the Reich, under the command of the great ace Adolf Galland, numbered only 500. Four hundred were single-engine day fighters. Naturally, no fighter was the equal of a B-17 in firepower. The Messerschmitt Bf 109 mounted a 20mm cannon and two 13mm machine guns; the Focke Wulf 190, four 20mm cannons and two 13mm machine guns. Most dangerous were twin-engine Messerschmitt 410s which, though vulnerable to fighters, carried up to six cannons and four machine guns.

Additional armament could, and later would, be added. But, in the opening stages of the Luftwaffe's battle with the Eighth Air Force, the odds pitted individual German pilots against a "combat box," the fire of whose 200 or more machine guns interlocked to make an attacking approach seem suicidal. It was an added disadvantage to the Germans that in cloudless weather the Norden bombsight permitted accurate bombing from above 20,000 feet, at which altitude the fighters' engines were straining at the limit of their efficiency.

Deeper and deeper into Germany

As the numbers of American aircraft in England rose toward the 800 thought necessary for a sustained offensive, and the skills of the crews increased, General Eaker chose targets deeper and deeper within Germany. In January, for the first strike, it had been Wilhelmshaven, the northern naval base, against which 91 bombers flew. By July, 300 aircraft were flying 375 miles into central Germany to attack aircraft factories. As they ventured farther afield, more flight time was spent without protection from their own escorting fighters, which, because of their limited range, were forced to turn back at the German border.

The Luftwaffe, meanwhile, was learning the tricks of engaging Fortress formations. Somewhat weaker armament in the nose of the B-17 prompted some German pilots to approach from ahead and to combine their firepower in group, or "pack," attacks. Attacking from the rear was also frequent. If a tail gun was

Focke Wulf 190s had machine guns, four cannons.



A great air battle to end the war early

put out of action, fighters could attack again with much more safety. By midsummer, new weapons were issued to help in blowing close formations apart. One was an aerial bomb, dropped from above to explode in the middle of a combat box. Another was the 30mm cannon, fixed beneath the wings of many Focke Wulf 190s. Galland's fighter pilots often managed to cut out Fortresses from the aerial herd, one by one, and pick the lone aircraft to pieces. It might take 20 or 25 cannon strikes to finish one of the big American planes, but there was time in plenty for that during the three hours a lone Fortress took to straggle home to England.

By August, the Combined Bomber Offensive was approaching crisis. On the British side, RAF Bomber Command was just holding its own against improving skills of the German night-fighter force. Its "area bombing" was not significantly reducing industrial output, and whatever damage it did to civilian morale was too local and temporary to be worth the effort expended. Eighth Air Force's daylight campaign was having an even more dubious result.

Appearances were magnificent, of course. No one—certainly none of the English villagers who watched them depart day after day—could fail to thrill at the sight of the great phalanxes streaming away from their East Anglian airfields. Squadron after squadron, they rose to circle into groups and wings and then set off southeastward for the sea passage to their targets, a shimmering and winking constellation of aerial grace and military power, trailing a cirrus of pure white condensation from 600 wing tips against the deep blue of English summer skies. Three thousand of America's best and brightest airmen were cast aloft by each mission, ten to a "ship," every ship with a characteristic nickname, often based on a song title, like *My Prayer*, or a line from a film, like "I am Tondelayo." Each Fortress weighed 30 tons and hauled 5,000 pounds



Historic photograph, taken by automatic camera in a bomb bay, shows just-released 500-pound bombs.



Beyond, to the right, another group of B-17s passes smoking target, ball-bearing plants on river Main.

of bombs while cruising at 165 miles per hour. It was manned by two pilots, bombardier, navigator, top-turret gunner, radioman, as well as two waist gunners, a tail gunner and a ball-turret gunner.

So much for appearances; realities, though heroic, were bloody, chaotic and cold. (At 20,000 feet it drops below -25 degrees F. Three out of four wounded airmen came back with frostbite.) German radar reached out to touch the Fortress formations even before they breached the flak defenses lining the Dutch coast. And when they had flown past the coastal guns, radar helped lay the trap of fighter concentrations which would set upon the Fortresses as soon as their own escorts turned away. Swarms of Focke Wulfs and Messerschmitts drove into the combat formations. The surviving B-17s often reached England with feathered propellers, gaping holes in their airframes, and riddled tail assemblies, burning flares that signaled dead or desperately wounded crewmen aboard.

And after each mission, too few came home. In the summer of 1943, crew losses ran as high as ten percent a mission. Statistically, at least, that ruled out any hope of a Fortress crew surviving the 25 missions required by the Air Force before rotation home was possible. In "Blitz week," the last week of July 1943, when the daily total of B-17s available was less than 400, a fourth were lost or scrapped, and the equivalent of 90 crews killed, disabled or missing.

Ball bearings and bombing theory

The Schweinfurt raid, therefore, was to be a make-or-break operation. Forty percent of all ball bearings used by the German war economy were produced in that little Bavarian city. Production was concentrated in a complex of factories occupying only about one square mile. The place seemed to offer a perfect test of strategic-bombing theory, for the site was compact enough to make an ideal daylight precision target, yet large enough so that if production could be brought to a halt, it theoretically would interrupt the building of the very fighters which were the main threat to the Combined Bomber Offensive.

The total operation was actually a dual thrust. The 4th Bombardment Wing was to overfly Germany, attack the Messerschmitt works at Regensburg and fly on, to land in North Africa at the bases used in a recent attack on the Romanian oilfields at Ploesti. Ominously, 54 of 175 aircraft had failed to return from the Ploesti mission. Meanwhile, the 1st Bombardment Wing was to make the Schweinfurt attack alone.

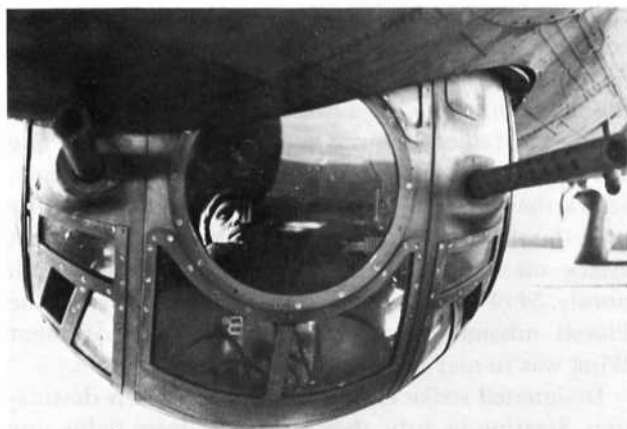
Designated strike crews were not told their destination. Starting in July, they were kept from flying any combat missions until the special raid was over. Accuracy became a compulsion for the crews. Navigator



Key to daylight raids was Norden bombsight, reputed to put bombs in a pickle barrel from four miles up.



Special nose guns were often installed in the B-17s to correct problem of inadequate forward firepower.



The ball turret under the ship's belly was cramped and exposed, but statistically safest place to be.

Harry Crosby of *Just a Snappin'*, one of the lead planes for the proposed Regensburg raid, remembers being delighted that his pilot was famous for careful flying: "We didn't want any Hairbreadth Harry types," Crosby noted. "We wanted beady-eyed guys just absolutely holding the course, sweating and working hard to keep the subtle settings right in."

The final briefing came at dawn, August 17th. Bombardier Ted Winslow jr. of the 91st Group, which led the Schweinfurt raid, recalled that the briefing opened: "Our target today, gentlemen, is the ball-bearing factory at Schweinfurt. If we are successful in putting this plant out of operation we shall, no doubt, shorten the war by a considerable length of time."

For the great day the 1st Bombardment Wing had managed to assemble 230 airworthy B-17s. Just before noon they set off from nine English bases, slowly assembled into two large task forces, and headed over the North Sea at 1313. Above the Netherlands they were picked up by RAF Spitfires, which in turn handed them over to longer-range P-47 Thunderbolts.

Saying goodbye to "little friends"

When the Thunderbolts turned away, the ride got rougher. On voice radio, escort fighters were referred to as "little friends," German interceptors as "bandits." Capt. William Smith of the 351st Bomb Group felt lonely as he watched the little friends depart; he could already see the tiny specks in the sky that meant bandits approaching. In the 29 minutes between the crossing of the German border at Eupen and the first sharp navigational turn toward Schweinfurt, the Wing was brought under continuous fighter attack. The 4th Bombardment Wing, which had just gone the same route on its way to Regensburg, had a terrible passage. Those who followed the lead planes had to fly through "the strewn wake of a desperate air battle, where disintegrating aircraft were commonplace and sixty 'chutes in the air at one time were hardly worth a second look."

Now the 1st Wing had the same experience. In the aerial column that stretched out for more than 20 miles over the German countryside as it fought its way toward Schweinfurt, the lead plane was *Oklahoma Okie*, flown by Lt. Col. Clemens Wurzbach and navigated by Lt. David Williams, the man responsible for guiding the whole force to the target. Just behind came *Lady Luck*, bearing Brig. Gen. Robert Williams, the commanding general of the 1st Bombardment Wing. The fierceness of the attack was daunting. Lieu-

Six Armies in Normandy, *military historian John Keegan's celebrated World War II study, has just recently been released in paperback.*



Busy navigator of *Tondelayo*, Lt. Elmer Bendiner, heard accounts of falling comrades over the intercom.

Navigator of lead Fortress over Schweinfurt was Lt. David Williams, 22, of Valparaiso, Indiana.

tenant Williams spent so much time at the twin .50 caliber machine guns, fending off German fighters, that—as he apologized—his navigator's log was "sparse" and "unkempt." At times, he said, he was almost up to his knees in empty .50 caliber cartridges. The assault from dozens of fighters, often coming in 12 abreast, wing tip to wing tip, all guns blazing, shook up the close formations. General Williams, time after time, had to go on the radio with the reminder: "Tighten formation! Tighten formation!"

Elmer Bendiner, navigator aboard *Tondelayo*, a B-17 of 379th Group, listened to a "running chronicle from the tail and waist describing the fall of planes . . . 'Plane in flames, 'chutes opening'; 'Plane falling like a stone—no 'chutes.' I remember looking down somewhere after Eupen and counting the fitful yellow-orange flares I saw on the ground. At first I did not understand them. Here were no cities burning. No haystack could make a fire visible in broad daylight 23,000 feet up. Then it came to me as it came to others—for I remember my headset crackling with the news—that these were B-17s blazing on the ground."

German ingenuity in pressing the attack was remarkable. "Frequently they closed to spitting distance," Lt. Anthony Arcaro, pilot of *Eagle's Wrath*, recalled. One attacking Me-109 rolled over so close that Arcaro could see the German pilot as if in "a movie close-up." Lt. Hans Langer, a German pilot based near Munich, which lay well beyond the bombers' route, climbed his Focke Wulf 190 right up into a Fortress box and found himself with a B-17 on either

hand, with one behind and one barely 50 feet ahead as well. For a split second the startled American gunners held fire, for fear of hitting their own planes. Langer fired a cannon at the Fortress ahead, and saw its wing collapse as one engine tore loose. Then the big bomber flipped over, colliding with another B-17. There was a tremendous explosion, and a giant fireball. Langer blacked out. Somehow his plane fell clear of the bomber group. When he came to, he looked down and saw two Fortresses plunging to earth.



Most of crew of *My Prayer* bailed out when ship was afire. But wounded gunner Earl Cherry (third from left, standing), pilot James Judy (front row, left) and copilot Roger Layn (to Judy's left) stayed aboard and finally brought their ruined plane home.

In all, 21 Fortresses fell before the Wing reached Schweinfurt. Many others had suffered damage and wounds or death among their crews. It would have been bitter frustration to find the target obscured and to have had to bomb haphazardly through clouds. But the weather held. The lead planes put their loads neatly within the perimeter of the factory area, raising a pall of smoke as a marker to the groups following. Bombing procedure required that each plane fly straight and level for the final minutes between the Initial Point—where the bombardier takes over control of the aircraft—and the Aiming Point over the target, and then turn away toward the Rallying Point and so on home. In the second task force, which reached the target area last, Capt. Joseph Brown released his bombs into a pillar of smoke and fire. Then he shouted: "Okay! We're fighting for *us* now. Let's get out of here!"

The last B-17 cleared the Aiming Point at 1516. Behind it Schweinfurt's ball-bearing factories were burning from 80 direct hits. It looked, pilots said, like a gigantic bed of coals.

Three more Fortresses were shot out of the skies by German fighters on the homeward run to Eupen, seven over the Netherlands. Others were so badly hit that the final stage of the journey proved too much for them. *My Prayer* caught fire over Germany and went into a dive. The pilot, Lt. James D. Judy, ordered his crew to parachute to safety. As he fought to right the ship, most of them did so. But the top-turret gunner had been hit in the leg by flak, and his parachute was too burned to use. Judy decided he would try to bring her and the gunner home, no matter what. Copilot Roger Layn had chosen to stay aboard to help. Now, with the gunner, he managed to put out the flames. Then, despite his wound, the gunner took over the nose gun, Layn manned the waist guns, and together they tried to hold off German fighters, which followed the ship nearly to ground level where Judy set a zig-zag course for home.

"People scattered when they saw us"

Said Judy later: "We came home at 210 mph, buzzing cities, factories and airfields in Germany. It was the first legal buzzing I've ever done. The people in Germany scattered when they saw us coming, but in Belgium they waved and saluted us." As the plane sank lower the crew frantically tossed things overboard to lighten ship. Surplus weight had been jettisoned before they crossed the Belgian coast. Lieutenant Layn remembers looking down, seeing a cheering ragged Belgian only a hundred feet below. A crewman had left a fine pair of G.I. shoes aboard. He grabbed them and carefully dropped them—as a gift of the Eighth Air



Rugged B-17s often limped back to England despite gaping holes in fuselage and shredded tail assemblies.

Force. *My Prayer* just barely made an English landfall.

Of 230 Fortresses that had left England, 36 aborted early. Of the 194 that attempted the mission, 36 were lost: 33 to fighters, one to flak, two to the sea. Others were damaged beyond repair. Reckoning up, almost 20 percent of the aircraft were lost—more than four times the acceptable loss rate. Galland, the German fighter chief, called August 17 “a disaster for the enemy.”

“Hap” Arnold, U.S. Air Force chief, did not agree—even without knowing that Hitler’s armament minister, Albert Speer, had reported a 38 percent drop in ball-bearing production as a result of the attack. When Arnold looked at the after-action reports, which estimated (rather generously as it turned out) that 228 German fighters had been downed in both raids, he declared: “The American idea—high altitude precision bombing—has come through a period of doubt and experimentation to triumphant vindication.”

Alas, for all the courage and self-sacrifice of the high-level crews, Arnold was wrong. There was, as arma-

ments minister Speer had feared, another raid on Schweinfurt, in October. It did about as much damage as the first, at the cost of 25 percent of American aircraft. But, for the most part, huge daylight-bombing raids deep into Germany were cut back until long-range P-51 Mustang fighters could be brought into operation. In the meantime, Speer began the dispersion of production that was to frustrate the Combined Bomber Offensive until after the invasion of Europe. Despite temporary cuts a shortage of ball bearings was never to threaten German war production. Indeed, even after months of investigation by the Strategic Bombing Survey after the war, the effects of the strategic bomber offensive were never clearly determined.

The only certain verdict on the Second World War was that its winning was bloody and destructive. It remains to the credit of Arnold, Eaker and their young crews of heroes that they set out with the genuine intention of sparing friend and foe alike the traditional costs of victory—and defeat.

Hardest-hit target, Schweinfurt ball-bearing plant was still a shambles when photographed by Margaret

Bourke-White in May of 1945. But some other plants started limited production five weeks after the raid.

