

HEADQUARTERS
306TH BOMBARDMENT GROUP (H)
A.P.O. 634

20 December, 1942

SUBJECT: Encounter Report - Romilly - 20/12/42

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

12 DESTROYED - 6 PROBABLY DESTROYED

1. Our A/C #124502 (368th Sqdn. Lt. D.A. Suddenbaum, Pilot) destroyed one FW190 airplane just after leaving target at 1240 hrs. E/A attacked from 1230 o'clock and above, while our A/C was at 20,000 ft. altitude. It was hit at 300 yds and destroyed at 150 yds. When hit, E/A fell under our ship in flames, spinning out of control. Right waist gunner McDonald confirms claim and states flames so intense enemy pilot had no possibility of extinguishing them.

This E/A is claimed by T/Sgt. R. Guthrie, the Top Turret Gunner. The claim is corroborated by S/Sgt. T.B. McDonald, the right waist gunner. It is not believed that other U.S. crews fired at this E/A. 3 or 4 other E/A attacked at about the same time. Our A/C occupied #2 position in first element of 2nd nine aircraft.

2. Our A/C #124502 probably destroyed one FW190 airplane after leaving target at 1245 hrs. E/A attacked from 6 o'clock and below, while our A/C was at 20,000 ft. altitude. It was hit at 450 yds and probably destroyed at 400 yds. E/A had just hit B-17 in first formation. It made a right turn and came up to tail gunner who got in good burst. E/A started smoking and was seen to fall out of control for over 2,000 ft. Tail Gunner, Sgt. W.E. Baker of Gealos' ship, next in formation, saw incident and believes E/A was destroyed. Claimed as probable.

This E/A is claimed by S/Sgt. M.B. Arriba, the Tail Gunner. The claim is corroborated by Sgt. W.E. Baker, Tail Gunner, our A/C #124465, next in formation. It is believed that ship on our right fired at this E/A. No other E/A attacked at about the same time. Our A/C occupied #2 position in first element of the second nine aircraft.

3. Our A/C #124498 (367th Sqdn. Capt. J.M. Howard, Pilot) probably destroyed one FW190 airplane 20 minutes NE of Romilly at 1240 hrs. E/A attacked from 9 o'clock and level, while our A/C was at 20,000 ft. altitude. It was hit at 700 yds and probably destroyed at 500 yds. Radio Operator Lightbown fired solid burst and E/A fell spinning out of control, trailing heavy smoke. Tail Gunner Cox followed ship down as far as he could see and it was still spinning out of control. Both feel ship was certainly destroyed. Claimed as probable.

This E/A is claimed by Sgt. H.F. Lightbown, the Radio Gunner. The claim is corroborated by S/Sgt. Harvey L. Cox, the Tail Gunner. It is not believed that other U.S. crews fired at this E/A. No other E/A attacked at about the same time. Our A/C occupied #2 position in second element of nine aircraft.

4. Our A/C #25714 (423rd Sqdn. Lt. P.E. Youree, Pilot) destroyed one FW190 airplane near Evreux at 1218 hrs. E/A attacked from 9:30 o'clock and above, while our A/C was at 20,000 ft. altitude. It was hit at 300 yds and destroyed at 70 yds. Top Turret Gunner Wilkinson states "The plane simply flew into my bullets and at about 70 yds blew up and pieces went all over the place." Radio Gunner confirms, stating he saw ship disintegrate in air.

This E/A is claimed by S/Sgt. William R. Wilkinson Jr., R.R. #1, Townsend, Ga., Top Turret Gunner. The claim is corroborated by T/Sgt. M. Ruskovich, the Radio Gunner. It is not believed that other U.S. crews fired at this E/A. Two other E/A attacked at about the same time. Our A/C occupied position #2 of second element of the first nine aircraft.

5. Our A/C #25714 destroyed a second FW190 airplane near Evreux at 1220 hrs. E/A attacked from 5:00 o'clock and above, while our A/C was at 20,000 ft. altitude. It was hit at 350 yds and destroyed at 100 yds. E/A attacked from 5 o'clock and above. Hit solidly by Radio Gunner Roskovich. At 200 yds E/A stopped "as if he had run into a wall" and broke up in air. Ball Turret Gunner Welch confirms claim.

This E/A is claimed by T/Sgt. Michael Roskovich, R.D. #1, Fayette City, Pa., the Radio Gunner. The claim is corroborated by S/Sgt. H.B. Welch, the Ball Turret Gunner. It is not believed that other U.S. crews fired at this E/A. Two other E/A attacked at about the same time. Our A/C occupied position #2 of second element of the first nine aircraft.

6. Our A/C #25714 destroyed a third FW190 airplane West of Romilly at 1230 hrs. E/A attacked from 1:30 o'clock and above, while our A/C was at 20,000 ft. altitude. It was hit at 75 yds and destroyed at 300 yds. Lt. Horner, Bombardier, fired and saw him disappear smoking badly. Ball Turret Gunner Welch saw him break into flames and fall out of control. Said element behind our plane "almost ran into him". Welch states flames so intense pilot could not extinguish them.

This E/A claimed by 2nd Lt. George S. Horner, 1947 Clarendon Drive, Toledo, Ohio, the Bombardier. The claim is corroborated by S/Sgt. H.B. Welch, the Ball Turret Gunner. It is believed that other U.S. crews fired at this E/A. Three other E/A attacked at about the same time. Our A/C occupied position #2 of second element of the first nine aircraft.

7. Our A/C #25714 destroyed a fourth FW190 airplane West of Romilly at 1230 hrs. E/A attacked from 11 o'clock and above, while our A/C was at 20,000 ft. altitude. It was hit at 75 yds and destroyed at 25 yds. ~~XXXX~~ Radio Operator Roskovich describes encounter as follows: "Our top turret was out and I turned around found him about 75 yds away and above. I emptied a can in him (30 rounds). The motor cowlings flew off, and flames broke out in the cockpit and extended back almost to the tail." The plane dropped straight down" Waist Gunner McClure is positive flames could not have been extinguished by enemy pilot.

This E/A is claimed by T/Sgt. Michael Roskovich, R.D. #1, Fayette City, Pa., the Radio Gunner. The claim is corroborated by S/Sgt. K.N. McClure, the Left Waist Gunner, and S/Sgt. W.R. Wilkinson, the Top Turret Gunner. It is not believed that other U.S. crews fired at this E/A. Two other E/A attacked at about the same time. Our A/C occupied position #2 of second element of the first nine aircraft.

8. Our A/C #124465 (368th Sqdn, Lt. R.L. Seelos, Pilot) destroyed one FW190 airplane about 5 minutes after target at 1245 hrs. E/A attacked from 2 o'clock and level, while our A/C was at 20,000 ft. altitude. It was hit at 500 yds and destroyed at 300 yds. E/A was hit by Ball Turret Gunner Smith, who saw it fall out of control and hit the ground. Claim is confirmed by Sgt. Crowther, Waist Gunner who saw it fall out of control but was "too busy" at moment to follow its fall all the way down.

This E/A is claimed by Sgt. Eulis E. Smith, 400½ W. 7th St., Chattanooga, Tenn., the Ball Turret Gunner. The claim is corroborated by S/Sgt. J.K. Crowther, the Left Waist Gunner. It is not believed that other U.S. crews fired at this E/A. Four other E/A attacked at about the same time. Our A/C occupied position #3 in second element IX of second nine aircraft.

9. Our A/C #25171 (423rd Sqdn, Capt. M. McKay, Pilot) /probably destroyed one FW190 airplane at French Coast at 1310 hrs. E/A attacked from 10 o'clock and high above, while our A/C was at 20,000 ft. altitude. It was hit at 300 yds. and probably destroyed at 100 yds. E/A was first hit at 300 yds. In spite of steady fire E/A closed to 100 yds. where it fell out of control and went down, spinning through the cloud. Claim is confirmed by Tail Gunner Gibson who confirms fact plane was out of control as it disappeared.

This E/A is claimed by S/Sgt. Raymond J. Henn, Middle Village, Long Island, New York, the Waist Gunner. The claim is corroborated by S/Sgt. R.H. Gibson, the Tail Gunner. It is not believed that other US crews fired at this E/A. One other E/A attacked at about the same time. Our A/C occupied position #1 in second element of first nine aircraft.

10. Our A/C #25180 (423rd Sqdn, Capt. Salada, Pilot) destroyed one FW190 airplane 3 minutes after target at 1240 hrs. E/A attacked from 2 o'clock and above, while our A/C was at 20,000 ft altitude. It was hit at 200 yds and destroyed at 500 yds. E/A came in at 2 o'clock. Top Turret Gunner Bazak fired as it came in. As E/A went under our ship it disintegrated, pieces flying in all directions.

This E/A is claimed by T/Sgt. Andrew Bezak, 346 Lincoln Ave., Wingo Jct., Ohio, the Top Turret Gunner. The claim is corroborated by Lt. Warren S. George Jr., the Co-Pilot. It is not believed that other US crews fired at this E/A. Four other E/A attacked at about the same time. Our A/C occupied position #2 in second element of first nine aircraft.

11. Our A/C #25160 probably destroyed one FW190 airplane just past target at 1315 hrs. E/A attacked from 11 o'clock and above, while our A/C was at 20,000 ft altitude. It was hit at 650 yds and probably destroyed at 100 yds. E/A came in at 11 o'clock and above. When he got within 100 yards he broke into heavy smoke and fell spinning out of contro.

This E/A is claimed by S/Sgt. William E. Hull, 154 Hobart St., Chico California., the Waist Gunner. Left Waist Gunner of ship on left also fired but does not dispute Hull's claim. No other E/A attacked at about the same time. Our A/C occupied position #2 in second element of first nine aircraft.

12. Our A/C #124476 (423rd Sqdn, Capt. John Brady, Pilot) probably destroyed one FW190 airplane south of Paris at 1220 hrs. E/A attacked from 3 o'clock and above, while our A.C was at 20,000 ft altitude. It was hit at 650 yds and probably destroyed at 400 yds. E/A was hit by a long burst from 650 to 400 yards. He started smoking and fell into a violent spin. E/A was still spinning out of control at 5000 feet when it disappeared from view.

This E/A is claimed by Sgt. John J. Vallorani, Greenville, Ohio, the Left Waist Gunner. It is not believed that other US crews fired at this E/A. Four other E/A attacked at about the same time, so that other crew members were all occupied, and can not add to Vallorani's description. Our A/C occupied position #2 in first element of first nine aircraft.

13. Our A/C #25175 (367th Sqdn. Capt J.L.Lambert, Pilot) destroyed one FW190 airplane north of Paris at 1310 hrs. E/A attacked from 1 o'clock and level, while our A/C was at 20,000 ft altitude. It was hit at 400 yds and destroyed at 200 yds. E/A was seen to swerve across nose of our ship and dive straight down in heavy flames. Navigator and bombardier watched its descent for 10,000 ft and are both convinced it could not possibly survive flames.

This E/A is claimed by S/Sgt. Chester T. Mendoloski, 347 Main St., Durysa, the Top Turret Gunner. The claim is corroborated by Lt. Dexter, Navigator, and Lt. H.J. Toland, the bombardier. It is not believed that other US crews fired at this E/A. NO other E/A attacked at about the same time. Our A/C occupied position #1 in third element of first nine aircraft.

14. Our A/C #25086 (369th Sqdn. Lt. Robert P. Mordan, Pilot) destroyed one FW190 airplane between target and Paris at 1250 hrs. E/A attacked from 2 o'clock and above, while our A/C was at 20,000 ft altitude. It was hit at 250 yds and destroyed at 50 yds. E/A was seen to dive down under plane in heavy smoke, and was seen by S/Sgt Bowles, Ball Turret Gunner, to crash into ground.

This E/A is claimed by T/Sgt. Robert L. Stevenson, Winklin, Ind. the Radio Gunner. The claim is corroborated by S/Sgt. Joe Bowles, the Ball Turret Gunner. It is not believed that other US crews fired at this E/A. 8 to 12 other E/A attacked at about the same time. Our A/C occupied position #2 in first element of first nine aircraft.

15. Our A/C # 25086 destroyed ^{a second} ~~an~~ FW 190 airplane between target and Paris at 1252 hrs. E/A attacked from 1 o'clock and level, while our A/C was at 20,000 ft altitude. It was hit at 500 yds and destroyed at 50 yds. Bombardier Rotter fired nearly 100 rounds at E/A with dark blue body and yellow nose. When within 50 yds plane disintegrated in air, pieces falling in flames.

This E/A is claimed by 2nd Lt. Gerald D. Rotter, 126 N. Maple, Commerce, Oklahoma, the Bombardier. The claim is corroborated by Lt. G.J. Spelman, the Navigator. It is not believed that other US crews fired at this E/A. About 9 other E/A attacked at about the same time. Our A/C was #2 in first element of first nine aircraft.

16. Our A/C #124501 (368th Sqdn, Capt. Melton, Pilot) destroyed one FW190 airplane just after target at 1242 hrs. E/A attacked from 7:30 o'clock and above, while our A/C was at 20,000 ft altitude. It was hit at 500 yds and destroyed at 250 yds. E/A was seen to roll over and fall down out of control. Tail Gunner watched E/A crash on ground.

This E/A is claimed by Cpl. Leith C. Lemmerhirt, the Tail Gunner. The claim is corroborated by S/Sgt. Jos. M. Spiro, the Left Waist Gunner. It is believed that one other US crew may have fired at this E/A. Four other E/A attacked at about the same time. Our A/C occupied position #1 in third element of second nine aircraft.

17. Our A/C #25130, (367th Sqdn, Capt. Ryan, Pilot) destroyed one FW190 airplane near Dieppe at 1327 hrs. E/A attacked from 10 o'clock and below, while our A/C was at 19,500 ft altitude. It was hit at 600 yds and destroyed at 60 yds. E/A fell over in flames, cove earthwards in flames so intense they could not be extinguished.

This E/A is claimed by 2nd Lt. Robert B. Hermann, 289 N. High St., Chillicothe, Ohio, the Navigator. The claim is corroborated by S/Sgt Forrester, William E., the Tail Gunner. It is not believed that other US crews fired at this E/A. Three other E/A attacked at about the same time. Our A/C occupied position #1 in third element of second nine aircraft.

Hq 306th B.G. .m/ To: CG, 1st BW, 21/12/42.

18. Our A/C #25130 probably destroyed one Pw190 airplane between Raven and Target at 1208 hrs. E/A attacked from 7 o'clock and below, while our A/C was at 19,500 ft altitude. It was hit at 500 yds. At 400 yards there was a violent explosion on the right hand side of engine and E/A fell into a tight spin, trailing a heavy column of dense black smoke.

This E/A is claimed as probably destroyed by S/Sgt William E. Kellum, 407 Park St., Shawnee, Oklahoma, the Ball Turret Gunner. Our A/C was under continuous attack at time. No other crew member can add to the story. It is not believed that other US crews fired at this E/A. Our A/C occupied position #1 in third element of second nine aircraft.

For the Commanding Officer.

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

GPH THU NR THU 10/20 URGENT NW WT 1920A/20
PASS TO ADDRESSEE
TO CG 1ST BOMB NG (ATTENTION INTELLIGENCE -2)
FROM 306 BG
D-157-D 20/12/42

SIGNALS

7 1 12

R. A. F.
THURLEIGH

INTELLIGENCE TELETYPE REPORT

1. 2 A/C RETURNED EARLY 1 MOTOR AND SUPER CHARGER TROUBLE
1 OXYGEN AND TURRET FAILURE, BOTH BROUGHT BACK 10X500 BOMBS.
- M 3 A/C FAILED TO RETURN ~~XXXXXX~~ 1 OF WHICH BOMBED
PRIMARY. 6 PARACHUTES SEEN FROM 1 PLANE. FW SEEN CIRCLING
CHUTES ON WAY DOWN.
2. BOMBS RELEASED ON HEADING 98DG'S MAGNETIC. NUMEROUS HITS
OBSERVED ON HANGARS, INSTALLATIONS, GROUNDED A/C AND FIELD
IN GENERAL. MANY OF OUR BOMBS WERE SHORT.
3. NOTHING OF INTEREST.
4. WE CLAIM 12 E/A DESTROYED 6 PROBABLES.
OUR FORMATION ATTACKED AT 3 SEPARATE INTERVALS BY SILVER
FUSELAGE ~~XX~~ FW'S AFTER LEAVING ROUEN BY LEOPARD SPOTTED
FW'S NEAR ROMILLY AND BY SILVER FW'S NEAR BEAUVAIS. ATTACKS
WERE CONTINUOUS AND PERSISTENT UP TO 70 E/A INCLUDING SOME
ME 109'S PARTICIPATING. ATTACKS WERE PRIMARILY FROM FRONT
AND ON LEVEL
SEVERAL OF OUR A/C DAMAGED, ONE SEVERELY.
5. ONE FW 190 STAYED LEVEL WITH FORMATION FOR LONG PERIOD. ~~XXX~~
E/A KEPT OUT OF RANGE ZXX AND DID NOT ATTACK. CREW BELIEVES ~~XXX~~
E/A WAS EITHER SPOTTING FLAK OR GIVING POSITION OF FORMATION.
TODAY E/A SEEMED TO WAIT UNTIL SPIT ESCORT TURNED ~~BACK~~ BEFORE
~~XX~~ ATTACKING.
NAVIGATORS AGREE THEY CAN HANDLE BOTH NOSE GUNS DURING BOMB
RUN UNLESS ATTACK COMES FROM 3 O'CLOCK ON RIGHT OR FROM
BOTH ~~XX~~ SIDES AT ~~ONCE~~ ONCE. ALL CREWS AGREE THERE IS NO
EFFECTIVE WAY TO HANDLE FRONTAL ATTACKS DUE TO LIMITED ARC
OF PRESENT 50 CAL GUNS.
PRIMARY TARGET REPORTED WELL CAMOUGLAGED.
6. 7 MEN FROM 4 CREWS 1 FATALLY 2 WITH FROZEN EXTREMITIES
4 DEGREE ~~NUMBER~~ UNDETERMINED.
7. AS REPORTED IN 1 ABOVE.
8. 1 PLANE 25086 STABILIZER SHATTERED NO.3 ENGINE OUT AND NO.2
DAMAGED FROM SHELL FIRE, HYDRAULIC SYSTEM KNOCKED OUT,
NOSE SHATTERED, ELEVATOR CONTROL INJURED AND BOTH OXYGEN
SYSTEMS SHOT OUT.
OTHER SHIPS RECEIVED DAMAGE OF VARYING DEGREE.
9. DUMMY AIRDROME OBSERVED AT HERMES NORTH OF PARIS.
~~XXXXXX~~ TODAY'S ATTACKS PREDOMINANTLY FRONTAL AND LEVEL.
1 JU 88 AND SEVERAL BLACK ME 109'S SEEN NEAR TARGET AREA.
PRESENCE OF SIZABLE NUMBER OF E/A NEAR TARGET REFUTES
AVAILABLE INFORMATION.
CREWS AGREE THIS WAS A ROUGH SHOW.

FOR THE COMMANDING OFFICER.

***** J.B. WRIGHT CAPT. S-2 *****

HOLD
CC IN PARA 5 CWA TURNED IN 4TH LINE= BACK

	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT
HEIGHT IN ROUTE	306	20,000	91	21,000	303	22,000	305	22,500	44	24,000						
BOMBING HEIGHT	306	20,000	91	21,000	303	22,000	305	22,500	44	24,000						

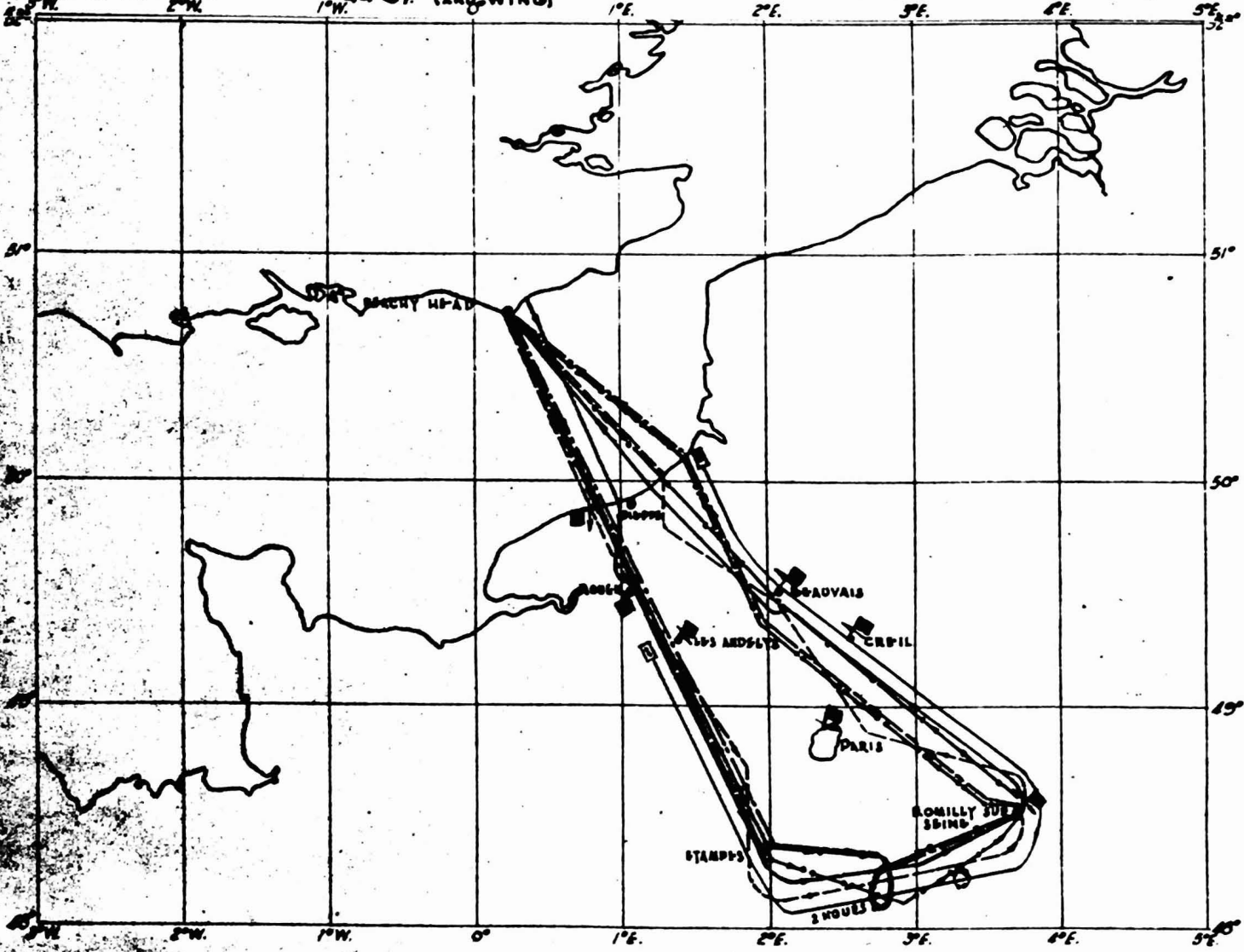
Route followed by 306 GP (1st WING)
 " " " 91 GP " "
 " " " 303 GP " "
 " " " 305 GP " "
 " " " 44 GP (2nd WING)

ROUTE AND ENCOUNTER PLOT

TARGET: AIRCRAFT DEPOT-ROMILLY SUR SEINE

DATE: 20 DECEMBER, 1942 (DAY)

CONFIDENTIAL



- Point at which Enemy A/C was encountered (Arrow shows direction of flight of our A/C.)
- Point at which Heavy Flak was encountered (" " " " " ")
- Point at which Light Flak was encountered (" " " " " ")

ALL STATIONS STAND BY 1ST WING B/CAST
PAS = MOL = THH = CLV = MASS SELF
GPH NR GPH 17/19 2000A/19 SECRET U.S. URGENT

TO:- C.O. 91, 303, 305, 306 2 BOMB WING
FROM:- COMBOMWIG ONE
IBW D-288-E 19/DEC
1. 0 0 74

2. PRIMARY: 2456: 306-91 GRPS N.W. '1Z' AND 305-303 GROUP
N.F. '1Z' ON ANNOTATED ILLUSTRATION S-5406/3

SECONDARY: 2204 BLDGS ALONG ROAD THRU CENTER OF ILLUSTRATION
S-854/4

LAST RESORT: 2435 ROLLING STOCK.

3. EACH GROUP 18 A/C

4. 306 GROUP AT 20,000 FEET 91 GROUP AT 21,000 FEET ASSEMBLE
AT HORSHAM AT ZERO MINUS 11 MIN. 305 AT 22,000 FEET 303 AT
23,000 FEET ASSEMBLE AT CROWBOROUGH AT ZERO MINUS 6 MINUTES.

8X 306 AND 91 WILL PROCEED TO CROWBOROUGH TO PICK UP THE
OTHER TWO GROUPS AT ZERO MINUS 6 MINUTES WITH 306 LEADING
PROCEED TO BEACHY HEAD AT ZERO HOUR

(ZERO HOUR: 1130 HOURS BST 20 DEC 1942)

305-303 GROUPS WILL REMAIN WITHIN 3 MILES OF 306-91 GRPS.
PROCEED TO 3 MILES W. OF DIEPPE TO 5 MILES NORTH OF ETAMPES.
306-91 GROUPS WILL PROCEED TO TARGET. 305-303 GRPS WILL
PROCEED TO MONTEURAU TO TARGET.

5. TIME OVER TARGET CRUISE AT 160 MPH 1 A.S.

6. LEADER OF 306 GRP WILL MAKE WIDE LEFT TURN AFTER BOMBING
PERMITTING OTHER UNITS TO CATCH UP. PROCEED TO BEAUVAIS TO
BASE MAINTAIN XXXX ALTITUDE TO MID CHANNEL.

7. 3 SODN SPIT 9 OVER BEACHY HEAD TO ROUEN. WITHDRAWAL SUPPORT
6 SODS SPIT 9 AT BEAUVAIS

8. ALL A/C 10 EA 500 LB. G.P. 1/10 SEC.

9. SEC N HE D/F CHANNEL C VHF

CALL SIGNS: 306-SMOKEY ONE: 91- SMOKEY TWO: 305 SMOKEY THREE:
303 SMOKEY FOUR
FIGHTERS: HAWKA

GROUND SECTOR CONTROL - 'HIGH BALL'

10. BOMB BY INDIVIDUAL SIGHTINGS EXX OR BY SMALLEST PRACTABLE
UNIT PHOTOGRAPHIC EVIDENCE OF POINTS OF IMPACT
PARTICULARLY DESIRED

1ST WING WILL JOIN AND FOLLOW 1ST WING AT ZERO AT 24,000 FEET
AT BEACHY HEAD FOLLOWING THE 303 GROUP.

TIME TABLE

BEACHY HEAD - ZERO
8 MILES W OF DIEPPE - ZERO PLUS 18
5 MILES N OF ETAMPES 7 PLUS 48
TARGET = ZERO PLUS 64 1/2
BEAUVAIS = ZERO PLUS 96 1/2
BEACHY HEAD = ZERO PLUS 134

COMPUTED AT 160 IAS AT 20,000 FEET AT -30C XXXX WIND 50 MPH AT 250 DEG
XXX 250 DEGREE=2000

COMBOMWIGONE

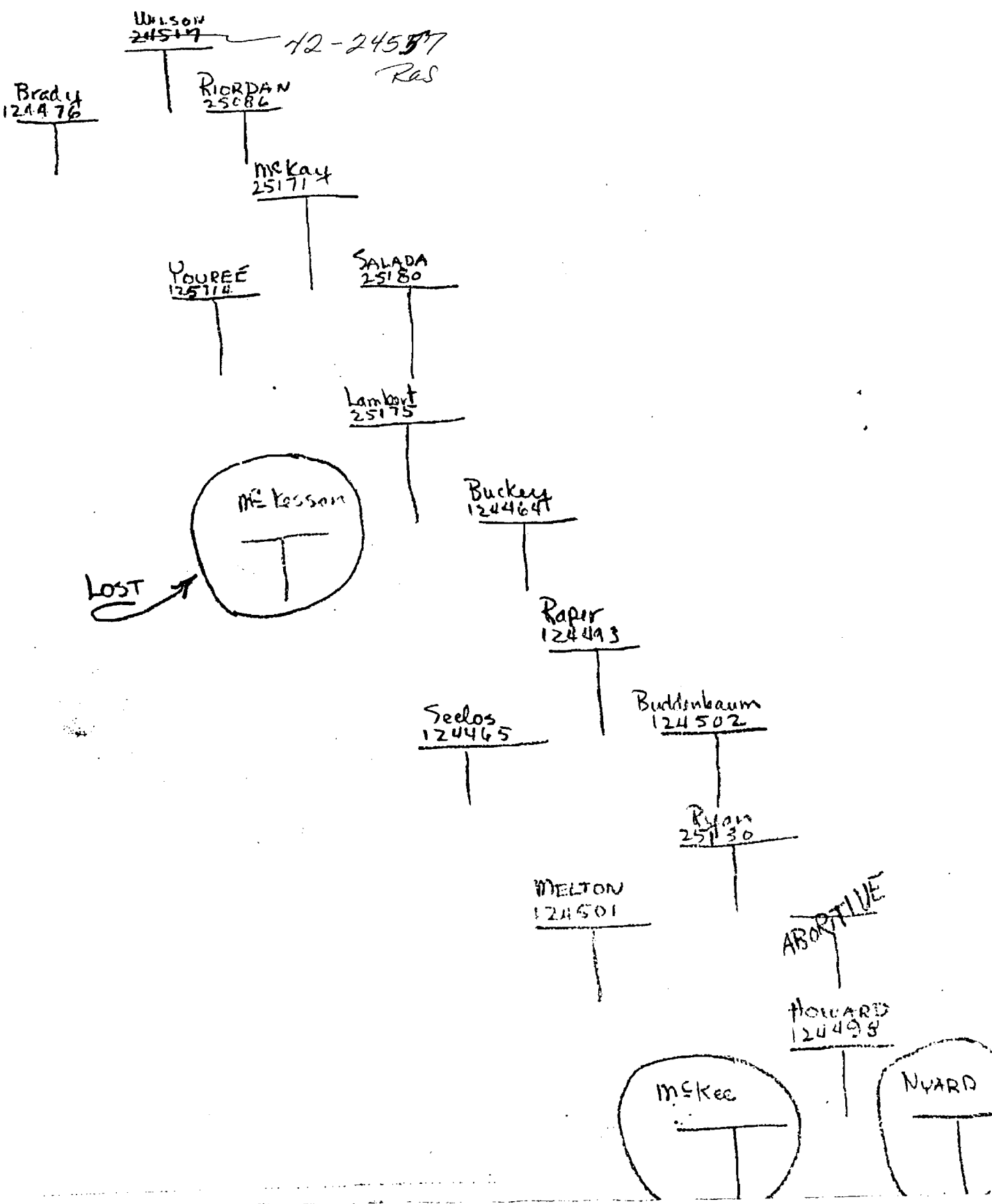
2ND LCC 4TH LINE OF PARA '4' WORD IS CROWBOROUGH AS IN ABOVE LINE

LANG VA+
K WITH R

THU BYX K WITH R

GPH R...2045A/00 AM VA++

306th - FORMATION (GOING)
ROMILLY - 20/12/42



306th FORMATION (RETURNING)

ROMILLY - 20/12/42

Wilson
24517

Brody
124476

Riordan
25082

McKay
25171

Youree
125714

Salada
25180

Lambert
25175

Buckey
124464

Raper
124493

Seelos
124465

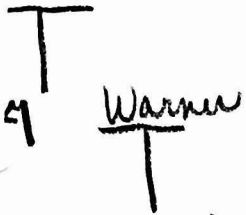
Buddenbaum
124502

Ryan
25130

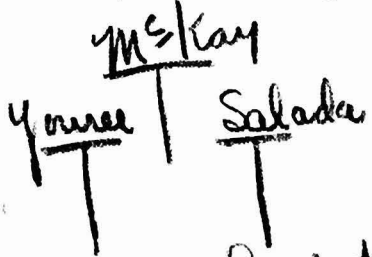
Melton
124501

Hound
124493

Jelson

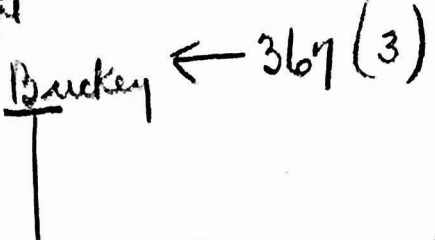


← 423 (6)



← Spares - 369

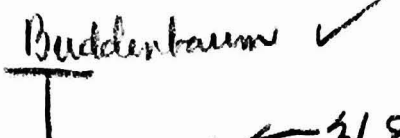
Pambert



← 367 (3)

Doren

Ranford ✓



← 368 (6)

~~Did not go~~



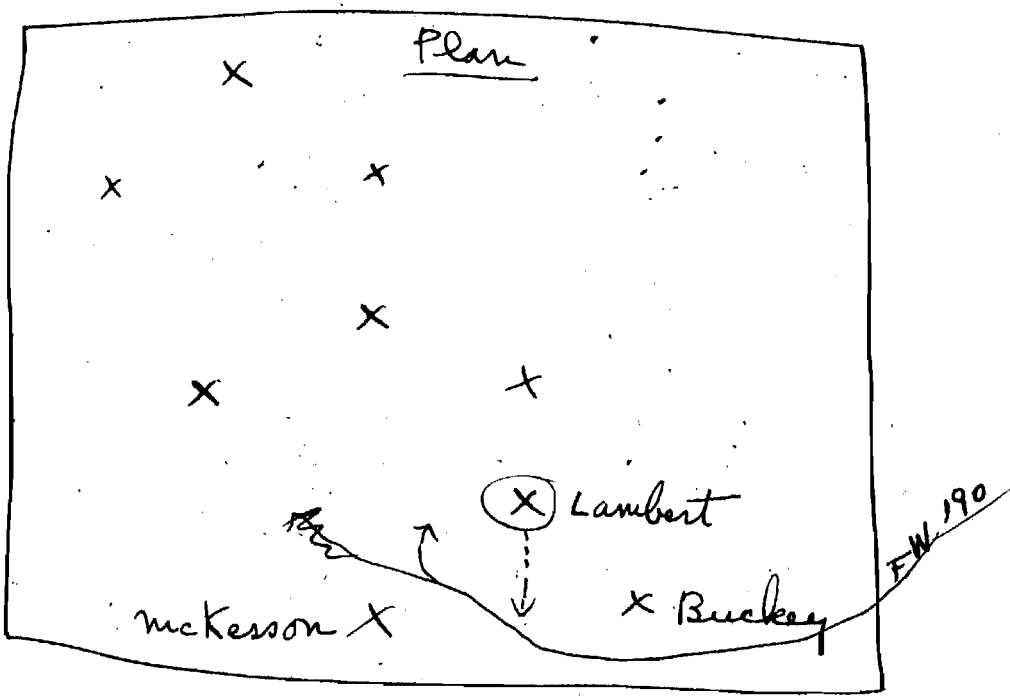
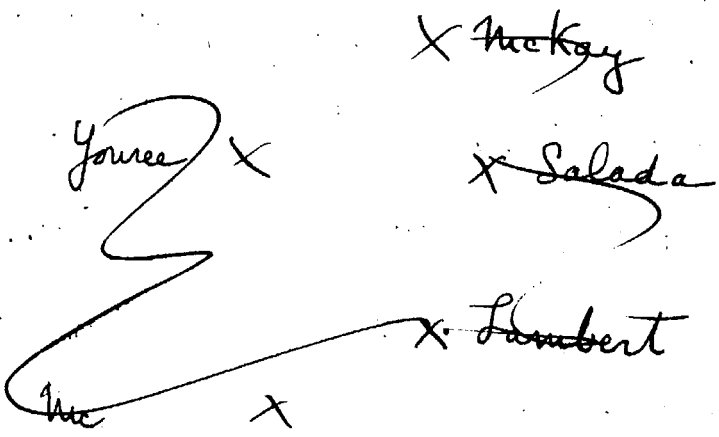
Ryan



← 367 (3)

Bombed

Doren



Buddenbaum

Sure
 Raper
 Seelos Buddenbaum

Melton
 McKee Ryan } Probable
 Nygaard

Probably

7 in second formation

3

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 124498 Date 20/12/42

Position in formation _____ Bomb load 10x500

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

CREW

Capt Howard Pilot
Holmstrom Co-P
Brown Jr Nav.
Fara Bomb.
Hightower Radio
Gordon Top T.
Pappas Ball T.
Smith R. Waist
Higdon L. Waist
Cox Tail G.

Frichtly A/C in any kind of distress?
2 B17's shot down by E/A
1-10 min before target one 10
minutes after -

2. TARGET ATTACKED:

Primary Y Time: 1238 - 90°

Alternate Height: _____

Last Resort Heading: _____
(back)

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

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

None observed

5. Any PHOTOGRAPHS taken: Yes? No? no

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: _____

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

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

1 and 2
ABORTIONS

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

Just before target and after leaving
few light bursts seen. Inaccurate
both as to alt & location

9. ENEMY AIRCRAFT

a. Total E/A seen: Number at least 50-75 - PWs mostly Place _____
Time _____ Height 20000

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

Number Time Place Height
1st attacked immediate after Spits left of
Rouen and continued until channel

Notes:

~~MA~~ fightdown (1) ✓

c. Claims: DESTROYED _____ PROBABLY (1) _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED: -

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

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

~~4 men from this crew~~
~~one killed~~
~~Fam~~

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

see attached

12. DAMAGE to A/C: (Briefly)

Breaks were shot out
upper turret hit - wings & props

13. TECHNICAL FAILURES:

hit 20mm thru nose

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

S - 2 OFFICER

Wright

TIME COMPLETED _____

INTERROGATION FORM

SQUADRON 360 GROUP 306 A/C Number 174507 Date 20/12/47

Position in formation #7 Bomb load 101500 GP

1. Hot news to be phoned in? Yes No

① Details: Coming in - 15 min after leaving Coast B17 - 1/4. wing tip over wing tip

2) in second formation to rear - 1/4 - head on - hit Pilot - Co. Pilot; Cabin blew up - Down out of control - 10 minutes after leaving

CREW

Friehly A/C in any kind of distress?

③ after slow - (9) parachutes areba counted (9)

- M.A.
- Rt M.V.
- Rt C.G. Jones Nav.
- Rt J.C. Wilkins Bomb.
- I/s J.S.H. Brustman Radio
- T/s R. Guthrie Top. T.
- Sen R.S. Liscavage Ball T.
- S/s J.P. McDonald R. Waist
- S. John E. Chilkend L. Waist
- S/s M.B. Anieta Tail G.

2. TARGET ATTACKED: Lonnelly

Primary Time: 12:38

Alternate Height: 70,000

Last Resort Heading: 90°
(check) True Course
98 mag

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

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

Right - Range perfect - 150 yards to right. Beautiful run then made right turn which struck bombs right. Most hit tank in airfield and not on hangars - 30 or 40 on field itself.

5. Any PHOTOGRAPHS taken? Yes? No? Green flames

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

6. GROUND TARGETS ATTACKED: B" GUNFIRE AND RESULTS

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

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

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

Very few - 3 or 4 puffs

Coming out near coast -

also 4 minutes before target very light.

whether B17 very low and out of any formation but under control
parachutes - Double hangars whether shooting or not

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50-70 Place Fighter belt - 10 minutes after going in
 Time 12:05 Height 70,000

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

Number	Time	Place	Height
15	Ind.	head on attacks - Scuffles - go	
		Our ship going into sea - 8 attacked up in sea + pulled up -	
		me 109: attached on even keel -	
		Bababrop Continental attacks	

Notes: Fighter belt - 4500 lowed target 20 minutes attack
 ① Then lift alone until just before target. ~~ground~~
 ② 8 minutes before target - attached 10 minutes -
 ③ Then fire until fighter belt - attached 30 minutes

c. Claims: DESTROYED ① PROBABLY ① to Coast DAMAGED _____

d. ENEMY TACTICS OBSERVED: ✓ ✓

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

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

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

- None

12. DAMAGE to A/C: (Briefly)

Slight - oil line #3 engine -
 rounded feathered - right

13. TECHNICAL FAILURES:

front wheel flat - other
 various holes -

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

➤ Navigator can make out with both
 guns during run - unless 3 o'clock attack
 from right or coming both sides at once
 in 10 min. factor.

S - 2 OFFICER I did TIME COMPLETED 40

Saw spots only on return - then did meet
 at exact spots saw them at channel.

No effective way to handle head on attacks
 'nee' nose gun damaged bad -

SQUADRON 369 GROUP 306 A/C Number 124493 Date 20/Dec/42

Position in formation Leaders. Bomb load 10 X 500

1. Hot news to be phoned in? Yes No

1150 hrs 20000 ft ^{Details:} French Coast. 2 B17's seem to come down on land. No one baled out.

238 hrs 20000 ft. Target - (Romilly) 1 B17 came down - 3 or 4 parachutes came out. CREW

This ship may Friehily A/C in any kind of distress? Capt. W.S. Raper Pilot
have been heading for Switzerland as it swung off to the right - 2 Lt. RR Fryer Co-P

310 hrs 20000 ft over Paris - 1 B17 (thought to be Lt. Mygaard) 1st Lt F.E. Ross Nav.

Approx 1320 hrs 20000' East of Paris - 1 B17 coming down still in control. 8 Parachutes came out - 1. Lt F.G. Daniels Bomb.

2. TARGET ATTACKED:

Romilly

Primary Time: 1238 hrs

Alternate Height: 19,600'

Last Resort Heading: 71° (check)

- T/S R.F. Nelson Radio
- Sgt. J.R. Downard Top T.
- Sgt. J.R. Graziano Ball T.
- T/S ~~J.R.~~ Curry R. Waist
- Sgt. L. Off L. Waist
- S/Sgt R.J. McKeage Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned:
10 X 500 - salvaged

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

Bombs seem to hit V SSW on edge of field. in center of field + on building East of the East (Z)

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: (None)

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
1238	Romilly	20000	H. S.	Black	below	
1300	Paris	20000	H. S.	Black	close to ship in front	

- a. Total E/A seen: Number 30-40 Place over France on way
 Time 1200 - 1320 hrs Height 20000 Target & back again
 b. E/A which fired at, or were fired upon by this plane:

Number _____ Time _____ Place _____ Height _____

Approx 20

FW 190's attached in groups of usually 3 all over France. 20000 Ft.

Seen 1 yellow nose, some black nose - one yellow belly, one
had black & yellow belly - did not only come from sun - at came from
all directions front & sides, & one only from the back - always swimming
 off to the E/A's left & flipped over on to their back.

c. Claims: DESTROYED _____ PROBABLY ? DAMAGED _____

d. ENEMY TACTICS OBSERVED:

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

Camouflage of target very good -

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

12. DAMAGE to A/C: (Briefly) None

13. TECHNICAL FAILURES: None - Upper turret out from beginning
One tail gun only would fire
Lower turret out of action

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

Eiffel Tower clearly seen. 2 Camps beyond
seen SW. of Paris, probably used for airships - clearly visible at
20000 ft

S - 2 OFFICER

CE Brown

TIME COMPLETED: 1600 hr

Navigator had difficulty with nose guns, as they seemed faulty.

INTERROGATION FORM

SQUADRON 367 GROUP 306 A/C Number 44611 Date 12-20-41

Position in formation #2 - 3rd element lead sqdn Bomb load 10 x 500 lbs.

1. Hot news to be phoned in? Yes No

Details:

1 B17 at Beauvais downed 6 parachutes 1300 our time.
5 min out of Paris
1 B17 down before outside of Paris way in CREW on way home
saw that saw land & blow up.

Friendly A/C in any kind of distress?

1 B17 - McKesson turn of at 10000' after being hit a straggler

3 Fw hit him near 2000 Paris.

1 B17 - 10 minutes after Romilly in spin

2. TARGET ATTACKED:

✓ Primary Time: 1238-

Alternate Height: 20000

Last Resort Heading: 90°
(check)

1st Lt R. Ruckey Pilot

1st Lt Merrett Henry Co-P.

2nd Lt Samuel B. Smith Nav.

1st Lt Walter H Coons Bomb.

T/Sgt Harry M Brown Radio

T/Sgt George Klucick Top T.

S/Sgt William Hicks Ball T.

S/Sgt William Staudish R. Waist

Li Waist

S/Sgt Jerrold Hopkins Tail G.

3. Number of BOMBS dropped on target: 10 x 500 Jettisoned? Returned?

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

no

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

yes as ordered.

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
1236	5 miles before target	20000	H - S	white & black	1000' below on course	
1316	5 miles before Beauvais	20000	H - M	white	1000' below on course	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50 Place 10 miles west French coast
 Time 1200 Height 20000

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

Number	Time	Place	Height
<u>2</u>	<u>17-51</u>	<u>10 miles in French coast</u>	<u>20000</u> ^{2@ 10 o'clock above} _{2@ 11 o'clock above} _{out of sun.}

You had a running fight for 20 minutes
into target. Picked E/A after target & running fight almost
to coast (35 minutes on way out)

Notes: Most of attacks in pairs. Most from 11 and 10 o'clock.
 FW 190 ME 109 (yellow nose white wings (small cross))

c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 0

d. ENEMY TACTICS OBSERVED: see #10

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

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

2 nose guns not worth a damn.

Right gun has not enough field of fire ^{good only} 130 to 30 o'clock

E/A has to be on top of you to use gun.

left gun good 9 to 1030 o'clock only.

-- no vertical travel --

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

12. DAMAGE to A/C: (Briefly)

not any.

13. TECHNICAL FAILURES:

Controls are very sloppy. Should not be flown on tail end of formation. Superchargers are sloppy and

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

Radio man needs something else to keep his hands warm.

S - 2 OFFICER St. William P Berkeley TIME COMPLETED 1620

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 25714 Date 20/1/44

Position in formation #2 in 2nd element Bomb load 10 x 500 G. P.

1. Hot news to be phoned in? Yes No

Details:
2. B17s went down over France.

Friehilly A/C in any kind of distress? ht. P.E CREW Pilot

ht. J.E. HAWKINS Co-P
ht. H.E. GASLIN Nav.
ht. G.S. HORNER Bomb,

2. TARGET ATTACKED:

Primary Time: 12:38
alternate Height: 20,000'
Last Resort Heading: 30°
(check)
left turn after bombing

T/sgt. M. ROSKOVICH Radio
s/sgt. W.R. WILKINSON Top T.
s/sgt. H.B. WALCH Ball T.
s/sgt. R.W. TREMAY R. Waist
s/sgt. K.N. MCCLURE L. Waist
s/sgt. W.V. BAKER Tail G.

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

4. Observed RESULTS OF BOMBING: (For this plane or others)
all short — of ~~the~~ this element.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NI

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered - except they were S. of course just before they made their run.

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

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

None over target
Only a couple of bursts of light flak - was seen near Paris. It appeared that the german fighters ran into their own flak - about 15000'

Almost constant attack: ~~from~~
 for all the time we were over E. territory.
 There was a slight lull just before we bombed.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50-60 Place _____
 Time _____ Height _____

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

Number	Time	Place	Height

Notes: Most of the attacks seem to be either from above or below - from front. Usually attacked in groups of 3 or 4 - nothing special about some other attacks noted.

c. Claims: DESTROYED 4 ✓ PROBABLY 0 DAMAGED 0

d. ENEMY TACTICS OBSERVED:

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

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

Black → 1 Ju 88 seen near south of Paris.

Black ME 109's 12) when we were on the way out.

11. INJURIES to crew: (name, injury, how received.) S/Sgt. TRENARY froze his hands.

12. DAMAGE to A/C: (Briefly) ~~Two~~ 1 small hole in L wing; 1 large hole in R. wing from m/g. or cannon.

13. TECHNICAL FAILURES:

Interphone dynameter started to burn - then the interphone went out - just after we left ground.

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

There was no attack at the time of bombing - so the navigator had no difficulty with handling guns.

S - 2 OFFICER Shubert/Dun TIME COMPLETED 167.5

Top turrets shotted and caught fire - master switch burned off - at 1235 just before we reached target. Ball turret - against hand clutch - slipped and went out - on way back over channel. Bomb set it - stabilize fancy.

INTERROGATION FORM

SQUAD VI 364 GROUP 306 A/C Number 124465 Date Dec 20/47

Position in formation 1st/2nd; Bomb Bomb load 10 - 5

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

Friehily A/C in any kind of distress? St. R. Seeloe Pilot
A. Kromarick Co-P
John J. Hogan Nav.
Ch. Melchic Bomb.

2. TARGET ATTACKED:

✓ Primary Time: 12:34
Alternate Height: 20000
Last Resort Heading: 20° (?) (check)
+ / Sgt. W. H. Keating Radio
St. P. St. Conter Top T.
E. E. Smith Ball T.
E. H. Small R. Waist
J. T. Crowder L. Waist
Sgt W. E. Baker Tail G.

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

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

Could not see distinctly -

5. Any PHOTOGRAPHS taken? Yes? No? ✓

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Followed lead 1st/2nd

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

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

at target attacked - many hits, but no loss

12-245 High - moderate Black Wacker start & left

See some more flak, but no concern

(one down on smoke)
by Sgt. Crumley

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 70 Place from Front Count to 1/2 mi. W of Front Count
Time _____ Height 20000
b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>abt 6 at (2'000)</u>	<u>12.00</u>	<u>Front Count</u>	<u>20000</u>
		<u>pull up curtains</u>	
		<u>from the 12'000 to the</u>	
		<u>2'000</u>	

All were based on alt. cers
Notes:

Saw black planes - ME 1097 - (3 or 4)
FW - the rest
(This is more than 13 ft. 88 - did not come alone)

c. Claims: DESTROYED ✓ PROBABLY _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED:

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

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

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

greedy helicopter - Wink
11. John J. Hogan - 20 mm. can thru top of nose, thru his right shoulder -

12. DAMAGE to A/C: (Briefly)

Right wheel shot up - Hydraulic system damaged - +
Saw done by No 130 -

13. TECHNICAL FAILURES:

T. P. Trench Gun - 3rd Portion Stiff on Pull Gun.

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

15 mi before Army at Front Count - St. Katerina Colonel
First Aid - gave his Mophie - Wynnie - Salpe - ; Mophie helped
to assemble felt

S - 2 OFFICER Maxwell Will TIT COMPLETED

The 7 w. had black spots on the silver - speckled spots on the silver; usually very silver; the spots were very faintly colored.

SQUADRON 4-07 GROUP 3rd A/C Number 171 Date 12/1/41
 Position in formation (1st) 2nd Element Bomb Load 10 x 500 lbs

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

Friendly A/C in any kind of distress? No
 CREW
Capt. McKay Pilot
1st Lt. L. K. ... Co.P.
1st Lt. Patten Nav.
Hand Kincaid Bomb.

2. TARGET ATTACKED:

Primary Time: 12:40
 Alternate Height: 20,000
 Last Resort Heading: (Hudro real navigator)
 (check)

1st Lt. Bean Radio.
1st Lt. Allen Top T.
1st Lt. Hobbs Ball T.
1st Lt. Bevan R. Waist.
1st Lt. ... L. Waist.
1st Lt. Gibson Tail G.

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

4. Observed RESULTS OF BOMBING (for this plane or others)
own bombs short by hangar + runway

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

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

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

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

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
<u>12:45</u>	<u>Behind</u>	<u>same as A/C</u>	<u>light</u>	<u>black</u>	<u>behind right</u>	

9. ENEMY AIRCRAFT

a. total E/A seen: Number 50 Place 7/2 right

b.

	Number	Time	Place	Height
1st	7010	11:58	Wrench Coast In	20,000
	to continuous			
Last	70	13:10	Wrench Coast Home	2000

Notes: Mostly from nose from 1100 Z clock level

c. Claims: DESTROYED 1 PROBABLE 1 DAMAGED _____

d. ENEMY TACTICS OBSERVED:

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

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

S/S R.H. Gibson saw tail primer of Salas's ship hit E/A
tracers entering end of falling lit of Contrall

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

12. DAMAGE to A/C: (briefly) none

13. TECHNICAL FAILURES: radio, radio, transmitter Command.

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

Saw 5 parachutes from W. Kessons place
Observed 4 other B-17s, but down out of Contrall
before reaching target

S-2 OFFICER COO. Law

Time Completed 20:14.1

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 25180 Date 12/20/42

Position in formation 2 in 3rd element Bomb load 10 X 500

1. Hot news to be phoned in? Yes No

Details: 2 pulled out. Wings in gun. Hit by damn EA. Head right

after pulled out of formation. 7 seen to fall out. One pulled down. Hit 1220 near 3rd
make forced landing at just east of Melburn. Fuel tank exploded at approx 300 ft
low 617 flew up on flame just past target. Saw 5th engine in the distance.
on water just off coast or on coast. not out of contact. Lt. George
low sixth may down to right of ~~target~~ on way close
to coast. If he went into water must have been damn close
to land.

Capt. Salada Pilot
Lt. George Co-P
Blanchette Nav.
May Bomb.
Kerns. J.K. Radio
Bezak A. Top T.
Piotrowski, W. Ball T.
Hart W.W. R. Waist
Hull W.E. L. Waist
Bo Counts. C.M. Tail G.

2. TARGET ATTACKED: ---

Primary Time: 12:37
 alternate Height: 20000
 Last Resort Heading: 104° Mag
 (check)

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

4. Observed RESULTS OF BOMBING: (For this plane or others)
good hits on target. only saw first few sets of bombs.

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

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

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) but good except on 6 in on way back.

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

Time	Place	Height of A/C	Type (light: heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
12:34	at target	20000	heavy	blue	in front and below	grey in color not much flake.
12:41	at target	20000	heavy	blue	in front	4-5 bursts.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 45-80 Place Along suspected target.
 Time _____ Height _____

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

Number	Time	Place	Height
<u>except ones target was hit and only all the way. Despite as to whether</u>			
<u>more power than last time. FW's mostly and ME/109's Es Despite</u>			
<u>as to which was not.</u>			

Notes: Running attacks.

c. Claims: DESTROYED (1) PROBABLY (1) DAMAGED 1

d. ENEMY TACTICS OBSERVED: Front attacks mostly. one tail attack.

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

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

None.
 Saw one E/A go down from flank right after bomb doors were opened. He had from them several bursts of flak.

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

12. DAMAGE to A/C: (Briefly) It's all right. 7 little holes. too small for 30 c. must have been pieces of 20 mm.

13. TECHNICAL FAILURES: None.

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

S - 2 OFFICER: 1st Lt Earl Baldwin TIME COMPLETED: 4:30

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 124476 Date 12/20/42

Position in formation X Bomb load 10x500 GP

1. Hot news to be phoned in? Yes No

Details: one B17 on my track appears to have altitude over channel. Last seen at 8000 feet. Nothing apparently was except for fact he was alone and descending in direction of Beads Head.

Friehily A/C in any kind of distress?

CREW

- John Brady Pilot
- James R W Co-P
- SIMMONS AV Nav.
- Kylins R.E Bomb.
- THORNTON JH Radio
- Karberry J.L. Eng. Top R.
- STEIN EH Ball T.
- Sasski EV R. Waist
- Galorani JH .L. Waist
- O'Brien Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(check)

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

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

Saw lots of direct hits. 2 big bursts on field at the off position. Rest on hangars and on station. All seem clear.

5. Any PHOTOGRAPHS taken: Yes? No

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: None

7. ROUTE (If different than ordered.) If returned early, time, place height of turn. As ordered. Except South of Conny below London

8. FLAK: Encountered on way out; at target; and on way home. One came over channel. It may have come over Paris instead of North of Paris

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

12:38	Over target	20000	heavy	one black burst		No others seen at.
12:00	Over coast	20000	heavy	black	behind & to right of plane	a bit seen by pilot.

Picked up from 5000 ft
came into from 11 and 5 miles

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 35 to 40 Place one way in east
Time all way Height 20000

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

Number	Time	Place	Height
12	11:57	Just after coast 20 miles inland	20000
4	12:15-12:25		20000
3	12:30	over target	20000

Continues from target to north of Paris. Then pull thru

Notes: Chie to coast they hit again. ME 109 EG + FS + FW 190s were yellow red. Thought saw one black F.W.

Saw one FW go down over target on left and in front about 11 miles up tunnel of lead ship was firing. Making us to coast down.

c. Claims: DESTROYED _____ PROBABLY (1) DAMAGED _____

d. ENEMY TACTICS OBSERVED:

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

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

Dummy airport at 13:09 almost directly north of Paris. Near Beauvais. 20,000 feet. 2 black runways. No buildings anywhere near. Roads leading from field out to farm houses. One road at. says main runway looked as the road was in use. Located within mile west of Beauvais. (Hermes) Ballon launch just SE. of Paris.

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

12. DAMAGE to A/C: (Briefly)

Bullet thru generator regulators which got electrical and hydraulic and part of oxygen system. Must have been bigger than 30 but didn't explode. - next thru ship before exploded.

13. TECHNICAL FAILURES:

Common shell in right wing (leading edge.) Then vertical + horizontal stabilizer. Hole in nose (30cc).

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

Position in formation Leading 3rd element Bomb load 10 x 500
1st Sq.

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

2. m. (Bomi. in over coat - McKernson started to
 drop out 2 Eng. load - last T. gunner saw
 he was frantically A/G in any kind of distress?
 still flying well back -)
 McKee + Nygaard hit same
 time around target time
 but not clearly seen from this a/c

CREW

- J. C. Lambert Pilot
- 2nd Lt. W. J. McKern Co-P
- Lt. J. H. Dexter Nav.
- 2nd Lt. H. J. Toland Bomb.
- Sgt. F. L. Eastham Radio
- S/Sgt. C. T. Warr Top T.
- Corp. N. R. Phifer Ball T.
- Sgt. J. W. Pederson R. Waist
- Sgt. Lee Sanders L. Waist
- S/Sgt. W. J. Baumgardner Tail G.

2. TARGET ATTACKED:

Time: 12:37

Alternate Height: 20,000

Last Resort Heading:
 (check)

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

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

Observed Squadron hits on hangars and grounded planes -

5. Are PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: No

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

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

Time	Place	Height	Type (light; of heavy), intense, A/C moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>12:00</u>	<u>off Raven</u>	<u>accurate</u>	<u>light</u>	<u>white</u>		
<u>12:56</u>	<u>Paris</u>	<u>far off</u>	<u>light</u>	<u>black</u>	<u>out of range</u>	
<u>13:26</u>	<u>off coast</u>	<u>below + to rear</u>	<u>light</u>	<u>black</u>		<u>(firing from Paris)</u>

9. ENEMY AIRCRAFT

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

Number Time Place Height

Silver F.W. 12:00 In numbers Rouen to Paris 20,000
 Leopard color 12:32 " I.P. to Bomb Run " attached 2 v 3 at a time
 Silver 12:45 - 1320 in numbers " "

Notes:

attacks were not specifically out of sun -
 Running attacks from all
 directions, preponderately from noon, particularly
 after target - No hanging back -

c. Claims: DESTROYED 1 ~~W~~ PROBABLY _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED:

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

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

None

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

LT. Toland's hand cut (not seriously)

12. DAMAGE to A/C: (Briefly)

by broken Propax (probably)
 - broken by bullet

None

13. TECHNICAL FAILURES:

None

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

" Too much evasive action
 in & out " - Capt. Lambert

S - 2 OFFICER _____

TIME COMPLETED 4:35

1 attacks very persistent
 Tracers didn't deter them

2 v 1 Lt A.W.
 Weld

SQUADRON 369 GROUP 306 A/C Number 25066 Date Dec. 20

Position in formation #2 in lead squadron Bomb load 10-500 B.P.

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

CREW

Friehly A/C in any kind of distress? 1st Lt R.P. Broidan Pilot

1st Lt Edward P. Malawski Co-P

2nd Lt George J. Sullivan Nav.

2nd Lt Donald G. Rother Bomb.

2. TARGET ATTACKED:

Primary Time: 1239 T/Sgt Robert L. Stenness Radio

alternate Height: 20,000 S/Sgt Glen R. Wicks Top T.

Last Resort Heading: 320 S/Sgt Anthony L. Santos R. Waist
(check)

S/Sgt Chas. R. Davis L. Waist

Sgt Albert N. Mc Mahan Tail G.

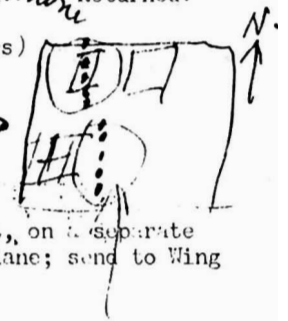
3. number of BOMBS dropped on target: All Jettisoned: none Returned:

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

see attached sketch. Weather perfect.

5. Any PHOTOGRAPHS taken: Yes? No?

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



6. GROUND TARGETS ATTACKED BY BUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) No return

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

Time	Place	Height	Type (light; of heavy), intense, moderate or slight	Color of Burst	Location of Bursts in relation to A/C	Other Data
1300	West of Paris	20,000	slight	White mostly	10 o'clock	20 mm
<p>About 10 bursts banded behind lead and about 500 yds below. Also few scattered bursts about 1000 on way out only - west of Paris.</p>						

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 120 (approx) Place Coast
 Time Height 20,000

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

Number Time Place Height

Constant attacks all the way from coast in
in to target and out to coast. E/A of many
colors. Blue, yellow, red - mostly bright colors.
- no all black. Some 109s (no 5458s.)

Notes: Only a few out of sun going in (sun about 1:30)
on way out (sun about 9 o'clock) E/A dispersed sun
sent in kind of slips close together making it difficult to
concentrate on one.

c. Claims: DESTROYED 2 PROBABLY 0 DAMAGED 0

d. ENEMY TACTICS OBSERVED:

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

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

Many enemy planes on target. Saw 3-3-17.2
go down: two before and one about 15 minutes after
Combat & chuted out of last plane - saw E/A dive after
one of chutes. Chutes blind about 10,000. Spitfires stayed
far out - met them at coast instead of Beauvais

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

(Swk destroyed by Rotten hit nose and cockpit with
20 mm) slightly shattered.

12. DAMAGE to A/C: (Briefly) Left horizontal stabilizer shot away;

#3 engine out. #2 engine damaged hydraulic system and

13. FUNCTIONAL FAILURES:

Oxygen systems failed - both shot out. Nose shattered.
Right wind shield of window shattering. Ejector control column.

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

E/A seem to be waiting for us as we get over coast
came down stairs on our arrival.

S - 2 OFFICER

1 Lt. B. B. Shaddock FILE COMPLETED

P.S. This is third time Jordan has brought back a badly damaged ship with unusual skill and courage - all four officers were ^{seriously} wounded on this mission

INTERROGATION FORM

SQUADRON _____ GROUP 396 A/C. Number 1 4501 Date 20/12/42

Position in formation _____ Bomb Load 10-500

1. HOT NEWS to be phoned? Yes No

Details:

Friendly A/C in any kind of distress?

CAPT. MELTON Pilot

LT. B. MILLER Co. P.

LT. M. M. STANUS Nav.

LT. W. W. BRENNIS Bomb.

TRIST HERBER Radio.

SPOT KERSON Top T.

SPOT C. W. ... Ball T.

TRIST CLIFTON R. Waist.

SPOT SPIRO L. Waist.

CORP. ACU (S/SPOT) DENNETT Tail G.

3. Number of BOMBS dropped on target: 10

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

Target 2 hit, fuel tank most, last bombs
miss ship salvaged into hangars 2 2; some
bombs hit area Y

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: no

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

no difference

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

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
			<u>moderate</u>		<u>some near pairs</u>	
				<u>black</u>	<u>mostly to</u>	
			<u>20000' high-voxyt.</u>	<u>white</u>	<u>left, one</u>	
			<u>one ETA sat even</u>		<u>burst near</u>	
			<u>with formation seemed</u>			
			<u>to be spotting for A.M. batteries</u>			

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 54 to 64 Place _____
 Time _____ Height 20,000

E/A which fired at, or were fired upon by this plane?

most by
WFO
IMC
1488
didn't attack

Number	Time	Place	Height	
20	1150	10 miles SE of DIEPPE, broke off near Paris	20,000'	tail hit
10	1205	around Paris	20,000'	hole in wing
4	1234	over target hit	20,000'	1 E/A attacked
20-30	—	on way back	20,000'	wing hit broke off about 15 miles from coast.

Notes: Two destroyed seen. - one down in flames. - place, time, ht. not clear - just after target
 FW - yellow noses mostly
 few of blacks

c. Claims: DESTROYED 2 PROBABLE 0 DAMAGED 0

d. ENEMY TACTICS OBSERVED: frontal attacks low or level - 2 o'clock & 11 o'clock. many came on tail

10. OBSERVATIONS (always give TIME, PLACE, HEIGHT). bet 4 and 8 off end of range
 (Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, roads; concentrations of troops, equipment, etc; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C. etc.)

many came: thru formation, one came very close to wing, head on thru formation attacks into formation by twos and

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

no

12. DAMAGE to A/C: (briefly) hit in both wings about 5 min before E/A broke off - at Bouvais, elevator left damaged

13. TECHNICAL FAILURES:

no

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

don't like formation, guns jam to d-m easily. E/A seemed to know vulnerable spots - no foolish attacks, no fear on part of E/A Pilots.

S-2 OFFICER

Time Completed 1704

Position in formation see chart Bomb load 10-500lb.

#15

Hot news to be phoned in? Yes No

Details: see other sheet

CREW

Friehly A/C in any kind of distress? Capt Ryan Pilot
2nd Lt Simmons Co-P
2nd Lt Hereman Nav.
2nd Lt Murphy Bomb.

2. TARGET ATTACKED:

Primary Time: 1237 hrs. T/S Perrot Radio
Alternate Height: 20 000' S/S Beaudin Top T.
Last Resort Heading: 90° true S/S Kellum Ball T.
(check) S/S Schamming R. Waist
S/S Nelson L. Waist
S/S Forrester Tail G.

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

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

Mostly in field, some few may have hit target. Z - observed with drift meter - very few hits on bldgs. observed.

5. Any PHOTOGRAPHS taken: Yes No

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NONE

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

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

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

31 bursts observed after left turn from target. intermittent at target. between houses & coast flak not shown on our maps. - red bursts seen.

all fuel 180 yellow nose
with fuel 1-1088 didn't
attack, (1 fuel SW all black)

7 different
spins - worked
up to 20
Beauvais to Coast

19000'

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 85 Place
Time Height 20,000

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

a)	Number	Time	Place	Height
	12	Just after spins left, north of Rouen		19000' plus
		attacked - shot off 3/4 of elevator - lost #2 turbo. broke about 1/2 hour		
	47	west of Paris - all attacked. Broke off just before target		19000' - 19500'
	6-8	just before target: broke off at Suzanne after the bomb run.		19000' - 19500'

Notes:

WORST ATTACK. SKY FILLED NO ESTIMATE 1. RIGHT after - bomb run from Seznamme to Beauvais - constant attack

c. Claims: DESTROYED ONE PROBABLY ONE DAMAGED 0

d. ENEMY TACTICS OBSERVED: E/A attacks front, attack from level - head on.

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

11. INJURIES to crew: (name, injury, how received.) individual positions none
12. DAMAGE to A/C: (Briefly)
Turbo #2 out; rt. elevator 3/4 shot away
excessive vibration in A/C, few holes in wing.

13. TECHNICAL FAILURES:
Radio out - because life raft got out
crippling antennae

14. CREW COMMENTS: (Any unusual incidents? any suggestions?)
E/A excellent pilot, E/A had excessive numerical strength. Life raft dragging caused confusion.

S - 2 OFFICER Skalak LtAC. TIME COMPLETED 1643

had to pull 50" re. keep in formation all the way home Trip too long only 30 GALS. for engines - very poor reserve. Pilot st. in.

INTERROGATION FORM

#16

SQUADRON 423 GROUP 306 A/C Number 557 Date 20.12.42

Position in formation II Bomb load 10 x 500

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

Frichtly A/C in any kind of distress?

Saw one B-17 going down about 15 mi NE of Paris - up to 8 chutes. 2 down before target. 2 out of 91 at 6p. Broke up in air after crossing coast 5. No chutes seen from either. 2nd plane had an engine on fire.

2. TARGET ATTACKED:

Romilly Primary Time: 12:38
Height: 20000
Last Report Heading: 60°-65°
(check)

- CREW (Lt. check crew).
- Lt. Col. P. E. Wilson Pilot
 - Maj. W. Wilson Co-P
 - Lt. R. S. Solitronik Nav.
 - Lt. F. P. Yassai Bomb
 - T/Sgt W. T. Johnson Radio
 - Sgt. U. A. McGrover Top T.
 - S/S. C. W. Radline Ball T.
 - S/S. J. B. Uhar R. Waist
 - S/S. N. M. Sawicke L. Waist
 - S/S. V. L. King Tail G.

Remaining bombs were salvaged, because of intervalometer trouble.

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned:
(another ship saw 2 bombs fall before target - crew knows nothing)

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

Bombardier saw hits along W. side of Romilly A/c, from 2 in SW cor 2 on N center side. Saw hits on approx. 12-13 a/c on ground, one in center part, rest near target bldgs. Also on bldgs.

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: None

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Returned to Beachy Head, enemy coast 10 mi
then back on course to Etampes, then 13 mi. too far S. thence

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

W of course to Point-sur-Yonne to target. On course coming out.

Time	Place	Height of	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
1300	10 mi E of Beachy Head	20000	SH	Bl.	1000' below	
1225	N of target 10 mi before Point-sur-Yonne	2000	SH	Bl.	1000' low.	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 25-50 Place Paris to Target, Beauvais to
 Time _____ Height 1800-2000 10 mi. off coast.

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

Number	Time	Place	Height
<u>25-50</u>		<u>As above</u>	

Notes: 80% attached between 10 and 2 o'clock. Always after Riarden, who was in trouble.

c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 0

d. ENEMY TACTICS OBSERVED:

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

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

Number of airports seen, but no a/c exc. at target. Saw Fw 190 black above, gray underneath. Col. Wilson says E/A did not press attacks. Lower than off at 400 yds. Only a few came in close, mostly on way back. One single motor stayed out front for a long time, might have been observing our movements.

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

no
 12. DAMAGE to A/C: (Briefly) 20 mm holes in wings, stab, fuselage. Hole in nose.

13. TECHNICAL FAILURES: Intervalometer & bomb racks out. Top turret gun trouble.

14. CREW COMMENTS: (Any unusual incidents? Any suggestions?) Had trouble making rendezvous.

S - 2 OFFICER

TIME EXPLODED

Nav. was within target during bomb run.

Pete Pappas' legs frost bitten.

Benjamin Gordon hit in neck and head by e/a fire
30 miles north of Romilly at 1250.

Conrad Farr killed by e/a fire at 1240, 15 miles
NW Romilly.

R. W. Trenary, frost bitten hands

Delmar Wilson, deputy c.o., flew as air commander with
Raymond Check's crew. J. W. Wilson was the co-pilot,
Robert Salitrnick, navigator, and Frank Yaussi, bombardier.

McKESSON CREW

MISSION LOADING LIST

Squadron 367th BOMB SQ (H)

A/C Number 41-24489

Total time for complete mission _____

Date 20 December, 1942

- | | | | |
|------|-------------------------------|----|----------------------------|
| X P. | <u>1st Lt. L. R. McKESSON</u> | R. | <u>T/Sgt. D. L. SWYERS</u> |
| CP. | <u>2nd Lt. G. W. BURGETT</u> | G. | <u>S/Sgt. S. M. MILIK</u> |
| N. | <u>1st Lt. S. BERK</u> | G. | <u>Sgt. L. BEDARD</u> |
| B. | <u>1st Lt. R. M. FREEMAN</u> | G. | <u>Sgt. F. M. DeWOLFE</u> |
| E. | <u>Sgt. L. DEJNOCKA</u> | G. | <u>Sgt. R. E. COX</u> |

MISSING IN ACTION

McKEE

MISSION LOADING LIST

Squadron 367th BOMB SQ (H)

A/C Number 41-24495

Total time for complete mission _____

Date 20 December, 1942

X

P. 1st Lt. J. R. McKEE

R. T/Sgt. I. J. HESS

CP. 2nd Lt. L. E. HAMAKER

G. S/Sgt. H. V. ROEDER

N. 1st Lt. T. S. MARCHANT

G. S/Sgt. D. H. WISSENBACK

B. 2nd Lt. G. L. MATHEWS

G. Sgt. C. H. WARHEIT

E. T/Sgt. S. C. GARNER

G. _____

MISSING IN ACTION

19

NYGAARD

MISSION LOADING LIST

Squadron 367th BOMB GP (H)

A/C Number 41-25071

Total time for complete mission _____

Date 20 December, 1942

X

P. 1st Lt. D. J. NYGAARD

R. S/Sgt. R. B. SANDLIN

CP. 1st Lt. D. D. DeBUTTS

G. Sgt. A. A. BLOOM

N. 2nd Lt. F. B. LEASMAN

G. S/Sgt. A. E. PEARSON

B. 2nd Lt. J. S. TROST

G. S/Sgt. E. A. SIMONGEK

E. S/Sgt. C. J. FLOYD

G. Sgt. S. ROSS

MISSING IN ACTION

Information necessary for Submission of Battle Casualty Reports:

- a) Name Robert P. Riordan 20/12/42 (Date)
(First) (Middle) (Last)
- b) Army Serial Number _____
- c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- d) Position in Plane: Pilot; Co-pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- e) Time of Casualty: 10" after target
- f) Locality of Casualty: Return target of Paris
- g) Nature of Injury: Hit by piece of 20 in. in leg. Burn on neck.
- h) Cause of Injury: 20 in. explosion - in nose

Officer Submitting Information:

MEDICAL

1st Lt AB Riordan
INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

12/20/41 (Date)

(a) Name Joh J. Hogan
(First) (Middle) (Last)

(b) Army Serial Number _____

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: About 1325

(f) Locality of Casualty: Went + Shady - (Attack is made by enemy first event)

(g) Nature of Injury: Bleeding -

(h) Cause of Injury: 20 mm from J.W. 190

Officer Submitting Information:

[Signature]

MEDICAL

INTELLIGENCE

OPERATIONS

M.C. Kottel, the Bombardier, felt the shell ~~from~~ explode
on his head - he - was down at the fl and
at the same time St. Hogan received his injury -

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

(a) Name George J. Shelton
(First) (Middle) (Last)

(b) Army Serial Number _____

Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: 1250

(f) Locality of Casualty: Return target of Paris - way out.

(g) Nature of Injury: Shell fragment struck in back muscles.

(h) Cause of Injury: 20mm fragments in cockpit from unknown position of which has not been determined.

Officer Submitting Information: 1st Lt. W.B. Richardson

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

- (a) Name Edward P. Maljewicki
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1250
- (f) Locality of Casualty: Return - target of Paris - way out.
- (g) Nature of Injury: Hit in leg by 20mm fragment
- (h) Cause of Injury: Undetermined explosion in nose of ship

Officer Submitting Information:

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

(a) Name: Ronald G. Ratter
(First) (Middle) (Last)

(b) Army Serial Number _____

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: _____

(f) Locality of Casualty: _____

(g) Nature of Injury: same as report - hit on back of head by glass

(h) Cause of Injury: fragments

Officer Submitting Information:

1st Lt. A.B. Richardson

MEDICAL

INTELLIGENCE

OPERATIONS

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 25114 Group 306 Position in Formation 2nd in 2nd Element Date 20/12/42
2. Type of E/A F.W.190 Place Wing Romilly Time 12:30 Height 20000'
3. E/A came from 130 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 500 yds Distance when E/A destroyed or damaged 300 yds.
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? NO. By whom?
 - b. Was E/A seen to break up in air? NO. By whom? S/Sgt. TRENARDY
 - c. Was E/A seen to descend in flames? yes. By whom? S/Sgt. H.B. Welch.
 - d. Were flames so intense pilot could not extinguish them? yes.
 - e. Did pilot bale out? no.
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe..

7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? 1 Lt. G.S. Homer - Bombs
9. Which member of crew claims this E/A? 1 Lt. G.R. Homer.
10. Is it believed other U.S. crews fired at this E/A? yes.
11. How many other E/A attacked at about this same time? 3 others.
12. Other information: lt. - 3 fired and saw him smoking

badly - S/Sgt H.B. Welch - (Ball T) - He broke into flames
and seemed to be out of control. The element behind us
ran into him.

13. Pilot Yancey, 423 Sqdn. By this he means that it
 Name of Intelligence Officer: "was slide-slipping" and
could not and seemed to be making
no effort to control his plane.

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Shubel Dwe.

H. Youree

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

2nd element.

1. Our A/C No. 25714 Group 306 Position in Formation 2nd Date 20/1/42
2. Type of E/A FW190 Place Near Euxine Time About 1218 Height 20,000'
3. E/A came from 9³⁰ o'clock at time combat began, from High Above, Level Below, Low.
4. Distance E/A was first hit 300yd Distance when E/A destroyed or damaged 70yd.
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? By whom? Sgt W.R. Wilkinson
 - b. Was E/A seen to break up in air? Yes - By whom? TOP!
 - c. Was E/A seen to descend in flames? By whom?
 - d. Were flames so intense pilot could not extinguish them?
 - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?

8. Which gunners fired at E/A? S/Sgt W.R. Wilkinson
9. Which member of crew claims this E/A? S/Sgt W.R. Wilkinson
10. Is it believed other U.S. crews fired at this E/A? - No
11. How many other E/A attacked at about this same time? 2 others
12. Other information:

The plane simply flew into my bullets and at about 70 yards blew up and pieces went all over the place. - Confirmed by T/Sgt. M. Roskovich.

13. Pilot H. Youree, 423 Sqn.
Name of Intelligence Officer:

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Hull, W.F. Chico, California

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 25780 Group 306 Position in Formation 2nd in 2nd element Date 1/20/42
2. Type of E/A FW190 Place after lunch Time 1:15 about Height 20000
3. E/A came from 11 o'clock at time combat began, from High, Above Level Below, Low
4. Distance E/A was first hit 650 Distance when E/A destroyed or damaged 1100 yds
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom?
- b. Was E/A seen to break up in air? By whom?
- c. Was E/A seen to descend in flames? By whom?
- d. Were flames so intense pilot could not extinguish them?
- e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe. Plane came in at 11 o'clock & above. Came in near ship number -- 175 flying off left wing. Both ships fired at him. He turned off to 11 o'clock. When he got to 1000 yards away was seen to burst into heavy smoke and into spin. (a sluggish spin)
7. If claimed as DAMAGED, Definitely out of control.
- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Hull W.F.
9. Which member of crew claims this E/A? Hull W.F.
10. Is it believed other U.S. crews fired at this E/A? Yes. 175, want gunner
11. How many other E/A attacked at about this same time? one other.
12. Other information:

13. Pilot Salada, 423 Sqn.

Name of Intelligence Officer:

Fred P. Baldwin 1st Lt.

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.

Bezak. A. Mingo Junction, Ohio.

x
x x
x
x

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

gradings in 2nd element
Date 12/20/42

- Our A/C No. 25180 Group 306 Position in Formation _____ Date _____
- Type of E/A. 1 Place 3 min. after target Time 12.40 Height 20,000
- E/A came from 2 o'clock at time combat began, from High, Above Level Below, Low.
- Distance E/A was first hit 300 yds. Distance when E/A destroyed or damaged 500 yds.
- If claimed DESTROYED
 - Was E/A seen to hit ground or sea? By whom? _____
 - Was E/A seen to break up in air? By whom? St George
 - Was E/A seen to descend in flames? By whom? _____
 - Were flames so intense pilot could not extinguish them? no
 - Did pilot bale out? no
- If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

- If claimed as DAMAGED,
 - Did E/A lower its undercarriage?
 - Did its engine stop?
 - Were parts shot away?
 - Was our explosive ammunition seen to enter E/A?
 - Were our cannon projectiles seen to enter E/A?
- Which gunners fired at E/A? Bezak and My a short burst.
- Which member of crew claims this E/A? Bezak
- Is it believed other U.S. crews fired at this E/A? no
- How many other E/A attacked at about this same time? 4 right after
- Other information: Came in at 2 o'clock. top turret (Bezak) fired as he came in. started smoking. when under way it flew up pieces going every which way. just went all to pieces.

13. Pilot Salada, 423 Sqdn.
 Name of Intelligence Officer: 1st Lt Fred P. Baldwin

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.)

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 171 Group 306 Position in Formation 1st in 2nd element leading Squadron Date _____

2. Type of E/A: _____ Time 0813⁰⁰ Height 20,000

3. E/A came from 10:00 o'clock at time combat began, from High, Above, Level Below, Low.

4. Distance E/A was first hit 300 yds Distance when E/A destroyed or damaged 100 yds

5. If claimed DESTROYED

- a. Was E/A seen to hit ground or sea? By whom?
- b. Was E/A seen to break up in air? By whom?
- c. Was E/A seen to descend in flames? By whom?
- d. Were flames so intense pilot could not extinguish them?
- e. Did pilot bale out?

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?

8. Which gunners fired at E/A? Sgt. Hein. Raymond Jr.

9. Which member of crew claims this E/A? "

10. Is it believed other U.S. crews fired at this E/A? "

11. How many other E/A attacked at about this same time? no

12. Other information: one other attack just before this one

Confirmed by S/S R. H. Gibson
E/A turned over after hit and dove through cloud, out of control spinning & smoking heavily

13. Pilot Capt M. Kay, 423rd Sqn.

Name of Intelligence Officer: Capt W. W. Glass

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Balorani. Lt. L. West.
Vallorani

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

- 1. Our A/C No. 124476 Group 306 Position in Formation 3rd in 1st element Date 12/20/42
- 2. Type of E/A FW 190 Place Syria Time 12:20 Height 20,000
- 3. E/A came from 3 o'clock at time combat began, from High, Above, Level Below, Low.
- 4. Distance E/A was first hit 650 yds. Distance when E/A destroyed or damaged 400.

5. If claimed DESTROYED

- a. Was E/A seen to hit ground or sea? By whom?
- b. Was E/A seen to break up in air? By whom?
- c. Was E/A seen to descend in flames? By whom?
- d. Were flames so intense pilot could not extinguish them?
- e. Did pilot bale out?

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

He came in at 3 o'clock and above. Was hit with long burst from 650 yds until 400 yds. He broke out with smoke (never saw flames) E/A. After then went into violent spin. Was still spinning at 5000 feet.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?

- 8. Which gunners fired at E/A? *L. West Balorani*
- 9. Which member of crew claims this E/A? *same.*
- 10. Is it believed other U.S. crews fired at this E/A?
- 11. How many other E/A attacked at about this same time? *4*
- 12. Other information:

15086. maybe saw me from Berlin

13. Pilot Capt Druddy Sqdn.
Name of Intelligence Officer: Geoff Ballin, 154th A.C.

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Pilot - Capt. Baker -

20/Dec/42

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. _____ Group _____ Position in Formation _____ Date _____
2. Type of E/A _____ Place _____ Time _____ Height _____
3. E/A came from _____ o'clock at time combat began, from High, Above, Level
Below, Low.
4. Distance E/A was first hit _____ Distance when E/A destroyed or damaged _____
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? *No* By whom?
 - b. Was E/A seen to break up in air? *No* By whom?
 - c. Was E/A seen to descend in flames? *No* By whom?
 - d. Were flames so intense pilot could not extinguish them? _____
 - e. Did pilot bale out? *No*
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,

No claims

 - a. Did E/A lower its undercarriage? *No*
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A?
9. Which member of crew claims this E/A?
10. Is it believed other U.S. crews fired at this E/A?
11. How many other E/A attacked at about this same time?
12. Other information:

13. Pilot _____, _____ Sqdn.
Name of Intelligence Officer:

C. E. Benson F/2

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

No Lightbown for 40

Howard

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 24498 Group 369 Position in Formation _____ Date _____
2. Type of E/A FW 40 Place 20 mi NW of Romilly Time 1245 Height 20000
3. E/A came from 9 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 700 Distance when E/A destroyed or damaged 500
5. If claimed DESTROYED:
 - a. Was E/A seen to hit ground or sea? By whom?
 - b. Was E/A seen to break up in air? By whom?
 - c. Was E/A seen to descend in flames? By whom?
 - d. Were flames so intense pilot could not extinguish them?
 - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? - Lightbown
9. Which member of crew claims this E/A? "
10. Is it believed other U.S. crews fired at this E/A? No
11. How many other E/A attacked at about this same time? tail gunner followed as far as he could. see
12. Other information: Trailing heavy - Spinning

Went down in spin, black smoke
 Tail gunner but Cox would know. → SPINNING

13. Pilot Howard 369 Sqdn.
 Name of Intelligence Officer:

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Rivdan

Rivdan

#2 in lead squadron.

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 25086 Group 306 Position in Formation _____ Date Dec-20, 1942
2. Type of E/A ^{FW:} 190 Place Return target at Paris Time 1250 Height 20,000
3. E/A came from 2 o'clock at time combat began, from High, Above, (Level) Below, Low.
4. Distance E/A was first hit 250 yds Distance when E/A destroyed or damaged went down under flames
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? By whom? Bowles
 - b. Was E/A seen to break up in air? By whom?
 - c. Was E/A seen to descend in flames? By whom?
 - d. Were flames so intense pilot could not extinguish them?
 - e. Did pilot bale out? Saw him crash into ground enveloped in heavy smoke
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Sturms
9. Which member of crew claims this E/A? Sturms (Radio)
10. Is it believed other U.S. crews fired at this E/A? no.
11. How many other E/A attacked at about this same time? 2 or 1
12. Other information: Confirmed by Bowles.

*T/ Sgt. Robert L. Sturms
Wichita, Arkansas*

13. Pilot Rivdan, 36th Sqdn.
 Name of Intelligence Officer: St. W. Richardson

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.)

Richardson

Richardson

#2 in lead square

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

- 1. Our A/C No. 25086 Group 306th Position in Formation _____ Date Dec 20, 1942
- 2. Type of E/A 190 Place Return target at Paris Time 1252 Height 20,000
- 3. E/A came from 1 o'clock at time combat began, from High, Above, Level Below, Low.
- 4. Distance E/A was first hit 500 yds Distance when E/A destroyed or damaged 50 yds

5. If claimed DESTROYED

- a. Was E/A seen to hit ground or sea? By whom? *Rottler*
- b. Was E/A seen to break up in air? By whom? *Rottler & Spellman*
- c. Was E/A seen to descend in flames? By whom? *Rottler*
- d. Were flames so intense pilot could not extinguish them? *yes*
- e. Did pilot bale out? *no*

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?

8. Which gunners fired at E/A? *Rottler*

9. Which member of crew claims this E/A? *Rottler*

10. Is it believed other U.S. crews fired at this E/A? *no*

11. How many other E/A attacked at about this same time? *8 or 10*

12. Other information: *shot nearly 100 rounds. Plane was dark blue spellman confirms body with yellow nose.*

also saw E/A go down - shot by group (?) on sight

13. Pilot Richardson 369 Sqdn.

Name of Intelligence Officer: *1st Lt. M. Richardson*

*1st Lt. Donald B. Rottler
Commercy, Okla.*

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 25714 Group 306 Position in Formation 2nd in 2nd element Date 00/12/42
2. Type of E/A FW190 Place Near Eureka Time 1200 Height 2000'
3. E/A came from 5 o'clock at time combat began, from High, (Above) Level Below, Low.
4. Distance E/A was first hit 350yd Distance when E/A destroyed or ~~damaged~~ 100yd.
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? Yes / By whom? T. Sgt. M. Roskovich
- b. Was E/A seen to break up in air? Yes / By whom? Sgt. Welch
- c. Was E/A seen to descend in flames? Yes / By whom? Sgt. Welch
- d. Were flames so intense pilot could not extinguish them?
- e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Roskovich and Welch.
9. Which member of crew claims this E/A? T/Sgt. M. Roskovich (Radio)
10. Is it believed other U.S. crews fired at this E/A? NO.
11. How many other E/A attacked at about this same time? 2 others.
12. Other information: We attacked from 5 o'clock and above
at 200yds he stopped as if he had run into a wall. Then
large pieces of the plane came off (motor cowling and other
parts of the motor) the prop ~~did not~~ stopped and the plane
13. Pilot Yousee, A 23 Sqdn. went into a flat spin - the
Name of Intelligence Officer: Ball turret gunner stopped as he felt sure that
he was a "goner"
- On the back of this sheet, sketch the formation at the time (with
an x for an A/C, and this plane's position in the formation circled.

[Handwritten signature]

[Handwritten signature]

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 25714 Group 306 Position in Formation 2nd in 2nd element Date 20/12/42
2. Type of E/A FW190 Place W. of Romilly Time 1230 Height 20,000
3. E/A came from 11 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 75 yds. Distance when E/A destroyed or damaged 75 yds.
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom? T./Sgt. Roshovick
 b. Was E/A seen to break up in air? yes By whom? McClure
 c. Was E/A seen to descend in flames? yes By whom? S/Sgt. Wilkinson
 d. Were flames so intense pilot could not extinguish them? yes
 e. Did pilot bale out? yes
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
 b. Did its engine stop?
 c. Were parts shot away?
 d. Was our explosive ammunition seen to enter E/A?
 e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Radio - Roshovick
L. Wait McClure
9. Which member of crew claims this E/A? S/Sgt. M. Roshovick
10. Is it believed other U.S. crews fired at this E/A? No Radio Gunner
11. How many other E/A attacked at about this same time? 2 others
12. Other information: when he

Our top turret was out and I turned around and found him about 75 yds. away and above. I emptied a can (30 rounds) in him. The motor cooling flew off - flames broke out in the cockpit and extended back almost to the tail. The plane

13. Pilot Yousee, 423 Sqn. Dropped straight down and the L. Wait gunner also let go at him
- Name of Intelligence Officer:

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.)

Shubel Jones

1. Our A/C No 25/30 Group 306 Position in Formation _____ Date 20/12/4
 2. Type of E/A W190 Place Just before Det. Kowen - ETAMPLS Time 1208 Height 1900'
 3. E/A came from 7 o'clock at time combat began, from High, Above, Level
Below ~~Low~~
 4. Distance E/A was first hit 5000' Distance when E/A ~~destroyed or damaged~~ 4000'
Probable
 5. If claimed DESTROYED
- Was E/A seen to hit ground or sea? By whom?
 - Was E/A seen to break up in air? By whom?
 - Was E/A seen to descend in flames? By whom?
 - Were flames so intense pilot could not extinguish them?
 - Did pilot bale out?

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

EXPLOSION - ON RT HAND SIDE OF ENGINE

thick black smoke, E/A went into tight spiral downward.

7. If claimed as DAMAGED,

- Did E/A lower its undercarriage?
- Did its engine stop?
- Were parts shot away?
- Was our explosive ammunition seen to enter E/A?
- Were our cannon projectiles seen to enter E/A?

8. Which gunners fired at E/A? B/1

9. Which member of crew claims this E/A? B/7

10. Is it believed other U.S. crews fired at this E/A? NO

11. How many other E/A attacked at about this same time? ATTACKING

12. Other information: (continued)

1st Lt. William E. Kellum
ASN 18054482
Wellwell, Kansas

13. Pilot RYAN, 301 Sqdn.
 Name of Intelligence Officer:

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No 25130 Group 306 Position in Formation - Date 20/12/47
2. Type of E/A Fu 190 Place 10 min from Dieppe Time 1327 Height 14,500'
3. 3 E/A came from 10 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 600yds Distance when E/A destroyed or ~~damaged~~ CCVD
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? By whom?
 - b. Was E/A seen to break up in air? By whom?
 - c. Was E/A seen to descend in flames? By whom? TAIL GUNNER FORRESTER
 - d. Were flames so intense pilot could not extinguish them? FORRESTER
 - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A.
8. Which gunners fired at E/A? NAU
9. Which member of crew claims this E/A? NAU
10. Is it believed other U.S. crews fired at this E/A? NO
11. How many other E/A attacked at about this same time? 3
12. Other information:

E/A started smoking then rolled over, bursting into flames, at close range e/a fell earthward out of control and in flames.

13. Pilot RYAN, 367 Sqdn.
Name of Intelligence Officer: Skalak SAC

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

*Robert B. Hermann
2nd Lt. O-660491
Chillicothe, Ohio*

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

Leader 3rd element Date Dec. 20 '44

1. Our A/C No. 25175 Group 306 Position in Formation _____ Date Dec. 20 '44
2. Type of E/A silver FW Place N. of Paris Time 13:10 Height 20,000'
3. E/A came from 10 o'clock at time combat began, from High Above, Level Below, Low.
4. Distance E/A was first hit 400 Distance when E/A destroyed or damaged 200
5. If claimed DESTROYED
 - a. Was E/A seen to hit ground or sea? By whom?
 - b. Was E/A seen to break up in air? By whom?
 - c. Was E/A seen to descend in flames? Yes By whom? Bombardier + Navigator
 - d. Were flames so intense pilot could not extinguish them? Yes
 - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A?
9. Which member of crew claims this E/A? S/Sgt. Chester T. WENDOL-OSKI,
10. Is it believed other U.S. crews fired at this E/A? No
11. How many other E/A attacked at about this same time? None
12. Other information:

ASN. 13019824
DURYEA, PA

Enemy a/c came from 10 o'clock level, was first hit at 400 yds. - then it swung across ~~tail~~ of B-17 as close as 200 yds. then dove straight down under

13. Pilot Capt. Lambert, 367 Sqdn.
Name of Intelligence Officer:

Lt. A.W. Weld

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

→ Bombardier (Lt. H.J. Toland) + Nav. (Lt. J.H. Dexter) both watched a/c dive straight down in flames for 10,000 ft. Couldn't watch longer but are certain it couldn't survive flames.

Gunner B-17 and slightly forward

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

Sgt. *Smith* Date 17/20/42

1. Our A/C No. 124465 Group 306 Position in Formation _____ Date _____
2. Type of E/A J.W. 190 Place about 5 mi. N. of target Time 1245 Height 20000
3. E/A came from 2 o'clock at time combat began, from High, Above, Level to Below, Low. Below
4. Distance E/A was first hit _____ Distance when E/A destroyed or damaged 300 yds.

5. If claimed DESTROYED
 - a. Was E/A seen to hit ground no Ground By whom? Sgt. Smith
 - b. Was E/A seen to break up in air? no By whom? _____
 - c. Was E/A seen to descend in flames? no By whom? _____
 - d. Were flames so intense pilot could not extinguish them? no
 - e. Did pilot bale out? no
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage?
 - b. Did its engine stop?
 - c. Were parts shot away?
 - d. Was our explosive ammunition seen to enter E/A?
 - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Sgt. E. E. Smith 368
9. Which member of crew claims this E/A? Sgt. E. E. Smith
10. Is it believed other U.S. crews fired at this E/A? not believed so
11. How many other E/A attacked at about this same time? about 4
12. Other information:

It is believed that this ship was destroyed - it was seen by Sgt. Connelly to be smoking terrifically, but did not follow it down - as they were too busy

13. Pilot H. Lewis, 368 Sqdn.
 Name of Intelligence Officer:
Spencer Hill. Capt 52

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.)

1. Our A/C No. 501 Group 306 Position in Formation --- Date 20/12/42
2. Type of E/A Fw190 Place TARGE Time 1245 Height 20,000'
JUST AFTER 1240
3. E/A came from 7/08 o'clock at time combat began, from High, (Above) Level
 Below, Low.
4. Distance E/A was first hit 500 yds Distance when E/A destroyed or damaged 250 yds
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom? TAIL/G LEMMERHIRT
 b. Was E/A seen to break up in air? By whom? A CORP.
 c. Was E/A seen to descend in flames? By whom?
 d. Were flames so intense pilot could not extinguish them?
 e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
 b. Did its engine stop?
 c. Were parts shot away?
 d. Was our explosive ammunition seen to enter E/A?
 e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? LEFT WAIST GUNNER OF ROSE O'DAY and
 9. Which member of crew claims this E/A? ??? TAIL/G THIS A/C
 10. Is it believed other U.S. crews fired at this E/A? YES
 11. How many other E/A attacked at about this same time? 4.
 12. Other information:

LEFT WAIST GUNNER ROSE O'DAY & T/Gunner this ship

poured lead into E/A either could have caused the fatal damage. E/A rolled over, out of control fell to ground

13. Pilot MELTON, --- Sqdn. and ^{was} seen to hit same
 Name of Intelligence Officer: Skalak LtAC by T/Gunner this A/C

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled.)

LEITH C. Lemmerhirt, Corp 160 35828
Hobion, Ill.

Zuckerman

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 502 Group 306 Position in Formation ✓ Date 17/42
2. Type of E/A FW 190 Place After leaving Time 17⁴⁸ Height 20,000
3. E/A came from 6 o'clock at time combat began, from High, Above, Level Below, Low
4. Distance E/A was first hit 450 yds Distance when E/A destroyed or damaged 400
5. If claimed DESTROYED

- a. Was E/A seen to hit ground or sea? By whom?
- b. Was E/A seen to break up in air? By whom?
- c. Was E/A seen to descend in flames? By whom?
- d. Were flames so intense pilot could not extinguish them?
- e. Did pilot bale out?

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

Tail Gunner Arieta fired steadily - ship started smoking - fell out of control.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?

*W. D. ...
Saw him fall for 2000 feet*

8. Which gunners fired at E/A? Arieta
9. Which member of crew claims this E/A? Arieta
10. Is it believed other U.S. crews fired at this E/A? Ship on left right
11. How many other E/A attacked at about this same time? no.
12. Other information:

This ship hit B17 made right turn & came up to tail gunner - who got steady burst - See Baker of - Debo's Crew.

13. Pilot _____, _____ Sqdn.
Name of Intelligence Officer:

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

This ship hit B17 (#2) in Report - just pattering himself on back when he got hit.

Buddenbaum

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 502 Group 306 Position in Formation 4th Date 10/12/42

2. Type of E/A FW 190 Place after target Time 12:40 Height 10,000

3. E/A came from 12:30 o'clock at time combat began, from ~~High, Above,~~ Below, Low.

4. Distance E/A was first hit 300 Distance when E/A destroyed 150

5. If claimed DESTROYED

- a. Was E/A seen to hit ground or sea? By whom?
 - b. Was E/A seen to break up in air? By whom?
 - c. Was E/A seen to descend in flames? By whom?
 - d. Were flames so intense pilot could not extinguish them? *yes*
 - e. Did pilot bale out? *no*
- Suthrie TopT @ Donald*
Mc Donald

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,

- a. Did E/A lower its undercarriage?
- b. Did its engine stop?
- c. Were parts shot away?
- d. Was our explosive ammunition seen to enter E/A?
- e. Were our cannon projectiles seen to enter E/A?

8. Which gunners fired at E/A? *Suthrie*

9. Which member of crew claims this E/A? *Suthrie*

10. Is it believed other U.S. crews fired at this E/A? *No*

11. How many other E/A attacked at about this same time? *3 or 4*

12. Other information:

Fell under ship in flames fell spinning out of control - R W G says not chance losing flames.

13. Pilot Buddenbaum Sqdn.

Name of Intelligence Officer: *J. Bannister*

On the back of this sheet, sketch the formation at the time (with an x for an A/C, and this plane's position in the formation circled).

Howard

Information necessary for Submission of Battle Casualty Reports:

_____ (Date)

(a) Name Conrad Jefferson Farr
(First) (Middle) (Last)

(b) Army Serial Number _____

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: 1240

(f) Locality of Casualty: 15 mi N. W. of Romilly

(g) Nature of Injury: Killed - E/A fire within by 20MM
36MM shell.

(h) Cause of Injury: _____

Officer Submitting Information:

Capt. Wright

MEDICAL

INTELLIGENCE

OPERATIONS

Howard

Information necessary for Submission of Battle Casualty Reports:

_____ (Date)

- (a) Name Benjamin _____ Jordan
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1250
- (f) Locality of Casualty: 30 mi N.W. of Remilly
- (g) Nature of Injury: Hit in neck & head by E/A fire
- (h) Cause of Injury: _____

Officer Submitting Information:

MEDICAL

Wright

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

12/20/51 (Date)

(a) Name John D. Hogan
(First) (Middle) (Last)

(b) Army Serial Number _____

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) . (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: About 1325

(f) Locality of Casualty: Wright + Shively - {About 15 minutes by
plane from West Coast

(g) Nature of Injury: Bleeding

(h) Cause of Injury: 20 mm. from J. W. 190

Officer Submitting Information:

William H. Hill

MEDICAL

INTELLIGENCE

OPERATIONS

St. C. Kitchin, the Bombardier, spent the shell ~~from this~~ at the
and hit me his head - was thrown down in the plane - &
at the same time St. Hogan received his injury - ...

Howard

Information necessary for Submission of Battle Casualty Reports:

(Date)

- (a) Name Harold F. Lightbown
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1325
- (f) Locality of Casualty: 10 miles East of Dieppe
- (g) Nature of Injury: leg wound (left)
- (h) Cause of Injury: E/A fire.

Officer Submitting Information:

MEDICAL

Wright
INTELLIGENCE

OPERATIONS

- Pappas legs frozen -

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

- (a) Name Edward P. Malinowski
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1250
- (f) Locality of Casualty: Return target of Paris & way out.
- (g) Nature of Injury: Hit in leg by 20mm fragment
- (h) Cause of Injury: Undetermined explosion in nose of ship

Officer Submitting Information:

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

- (a) Name Robert P. Riordan 20/12/42 (Date)
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 10" after target
- (f) Locality of Casualty: Return target of Paris
- (g) Nature of Injury: Hit by piece of 20 in in leg. Burn on neck.
- (h) Cause of Injury: 20 in shrapnel in nose

Officer Submitting Information:

MEDICAL

1st Lt AB Richardson
INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

(a) Name: Gerald H. Rother
(First) (Middle) (Last)

(b) Army Serial Number _____

(c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).

(d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).

(e) Time of Casualty: _____

(f) Locality of Casualty: _____

(g) Nature of Injury: same as above Hit on back of head by glass

(h) Cause of Injury: fragments

Officer Submitting Information:

1st Lt. A.B. Richardson

MEDICAL INTELLIGENCE OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

- (a) Name George J. Sullivan
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1250
- (f) Locality of Casualty: Between target and Paris on way out.
- (g) Nature of Injury: Shell fragment struck in back muscles.
- (h) Cause of Injury: 20mm fragments in cockpit from explosion
position of which has not been determined.

Officer Submitting Information: 1st Lt. W. Richardson

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

20/12/42 (Date)

- (a) Name R. W. PREGNARY
(First) (Middle) (Last)
- (b) Army Serial Number _____
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;
Radio Operator; Waist Gunner; Lower Turret Gunner;
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: 1330
- (f) Locality of Casualty: near Dieppe
- (g) Nature of Injury: Frozen hands.
- (h) Cause of Injury: Had gloves off while changing
ammunition cans and fixing oxygen mask.

Officer Submitting Information:

Slubert

MEDICAL

INTELLIGENCE

OPERATIONS