

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

(D-A-4)

APO 634
20th October, 1943

SUBJECT: Intelligence Narrative.

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

1. Hot News.
None.

2. Narrative.
Twenty one A/C, including 8 from 381, and pathfinder from 482, took off at 1100 hours. Were over Beachy Head at 1335. Course was as briefed to 50°15'N - 03°40'E, a right turn at 1405 was then made over Tournal Ghent and Tholen Island to Hamstead. Briefed course was picked up from there and return was made to base.

3. Fighter Opposition.
There was one passing attack made on the lead ship by an Me109. A few E/A were believed seen at a distance and it was thought P-47s were observed in dogfights.

4. A.A. Gun fire.
A.A. Gun fire was exceedingly meager and inaccurate at scattered points but did not affect this group.

5. Bombing.
No bombs were dropped by this group. Lead Combat Wing turned back near Arras because front over entire target area was too high to get over. Lead Combat Wing turned back and went to coast, then without warning turned back into enemy territory, possibly to bomb Gilze-Rijen or Woensdrecht. This threw our formation out of position and left them over the Channel. 306th leader decided against trying to catch Combat Wing, especially as he was carrying incendiaries, and headed for base, bringing bombs back.

6. Fighter Support.
Fighter cover by P-47s and Spitfires was excellent.

7. Claims.
No claims were made by this Group.

JOHN A. BAIRNSFATHER,
Major, Air Corps,
Group S-2.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 115005
BY RLB/BAC
MARA Date 1/18/91

RGET

TRACK CHART

Date 20/10/43

Planned
Actual

Route followed by

306th Bombardment

Primary Duren, Germany

Secondary _____

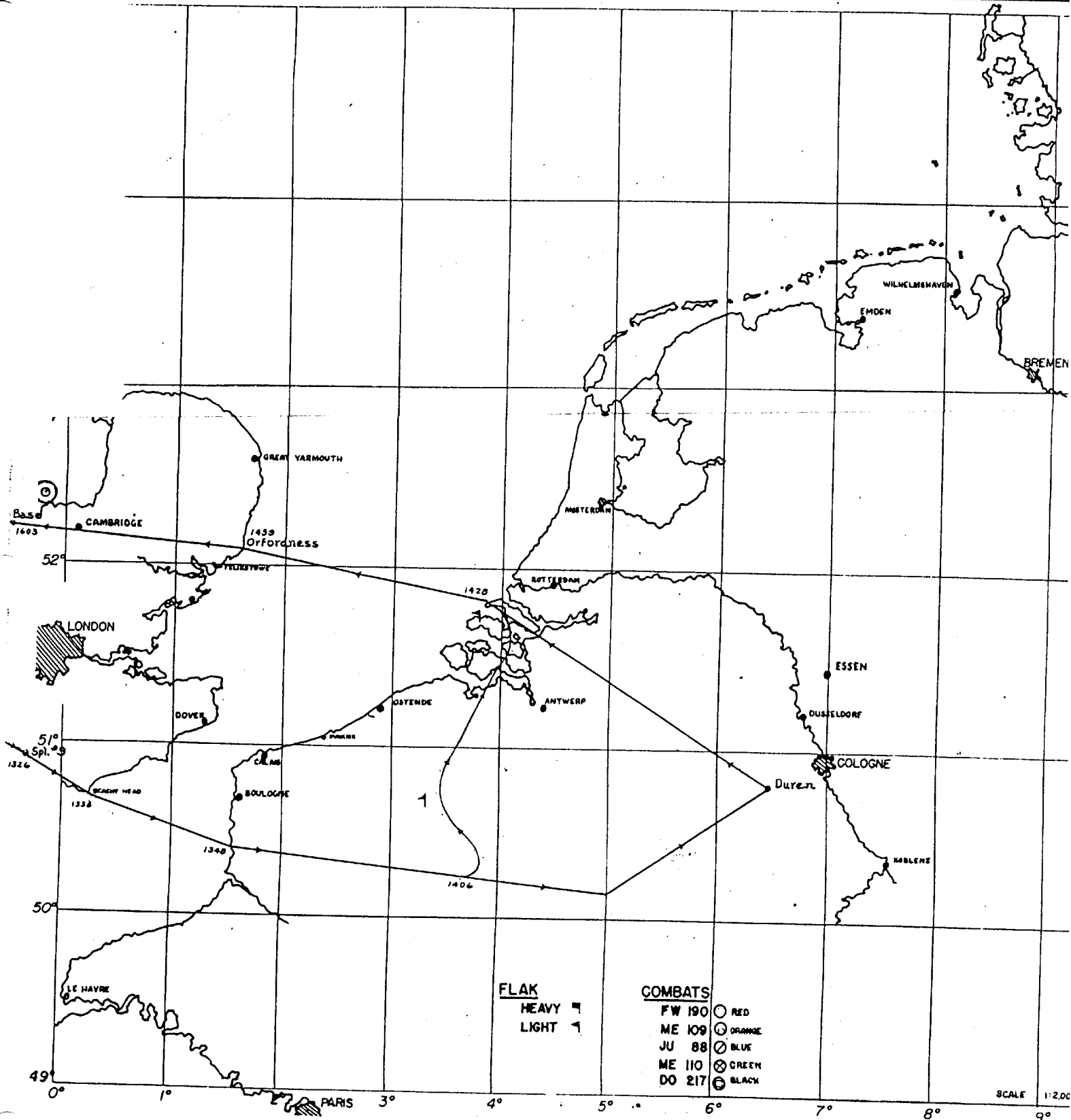
Last Resort _____

" " "

" " "

" " "

" " "



FLAK
 HEAVY \blacksquare
 LIGHT \blacktriangle

COMBATS
 FW 190 \bigcirc RED
 ME 109 \bigcirc ORANGE
 JU 88 \bigcirc BLUE
 ME 110 \bigcirc GREEN
 DO 217 \bigcirc BLACK

SCALE 1:2.00

To C.G.1st Division

Att'n A-2

Teletype Report 20-10-43

S-1 The 306th was the lead Group of the second C.W. in the 1st Division. A few E/A were believed seen at a distance and it was thought P47s were observed in dog-fights. Only one passing attack was made on the lead ship by an ME109. Cover by P47s and Spitfires was excellent. Two Spitfires escorted A/C#606 back from the French coast when it was forced to return due to personnel failure. No claims by this group.

S-2 ~~exceedingly meager and inaccurate~~ ^{over} AAfire at scattered points did not affect this Group/

S-3 None

S-4 None

S-5 None

S-6 None

S-7 No bombs dropped. Lead C.W. turned back near Arras because front over entire target area was too high to get over. Lead C.W. turned back, went to coast, then without warning (no radio message received) turned back into enemy territory possibly to bomb Gilse Regin or Woensdrecht. This threw our formation out of position and left them over the channel. 306th leader decided against trying to catch lead C.W. especially as he was carrying incendiaries, and headed for base, bringing bombs back.

S-8 None

S-9

- (1) 21 at 11:00, including 8 from 381 and pathfinder from 482.
- (2) 13:35 at Beachy Head
- (3) Course as briefed to 50:15 North-0340 East. A right turn at 14:05 was then made over ~~four~~ Tournai Ghent and Tholen Island to Haamstede. Briefed course was picked up from there and return made to base.
- (4) ~~##~~ 13:48 at Berk Sur Mer
- (5) None
- (6) 1603
- (7) 19 A/C did not bomb, of which 18 brought bombs back and 1 A/C # 145 jettisoned in the Channel, one A/C # 606 returning early due to personnel failure.
- (8) 2 A/C returned early: #841 turning back at Beachy Head at 1333 hours, alt. 27,800 ft. due to personnel failure, and # 520 turning back at Beachy Head at 1332 hours. alt. 27,500 ft. Due to Engine failure. Bosh brought back

(9) No nickels

42 x 2047A1

John A Bairnsfather
Major AC
Group Intelligence Officer.

367th Squadron:

42-30706-B 17F- Not damaged

368th Squadron:

42-30145-B 17F- Not damaged by enemy action, prop fell off damaged engine.# 1.

42-30586-B 17F- Not damaged

42-37724-B 17G- Not damaged

42-3533-B 17G- Not damaged

42-3520- B 17 G- Aborted , Mechanical failure.

42-30832- B 17F- Not damaged

42-30776- B 17F- Not damaged

369th Squadron:

42-29993- B 17F- Not damaged

423rd Squadron:

42-30606-B 17F- Aborted, Personnel failure

42-30841-B 17F- Aborted, Personnel failure

42-30812-B 17F- Not damaged

Target _____

1. Route followed. **BEACHY HEAD TO BECK SUR MER TO CAMBRAI TO LE QUESNAY TO TOURNAI TO GHENT TO THOLEN IS. TO HAMSTEDDE TO ORFORDNESS.**

2. Visibility at Target (Any condensation trails?) **GOOD VISIBILITY THROUGHOUT**

3. No. of A/C over Target, **NONE**

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

NONE

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

NONE

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

NONE

7. Turn after bombing.

NONE

8. Position of Group in relation to other Groups. **LEAD GROUP OF SECOND COMBAT WING OF FIRST DIVISION**

9. What evasive action was taken? **NONE**

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

EXCEEDINGLY MEAGER AND INACCURATE ANTI-AIRCRAFT GUNFIRE

NOTED AT LILLE, GHENT, VALENCIENNES, ARRAS AND CHARLEROI DID NOT AFFECT THIS GROUP AT ALL.

11. Any other Comments, Phenomena, etc.

12. Turn after bombing.

NONE

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RLB/BAC MRA Date 1/8/91

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 613 Letter J Date 20/10/43

Bomb Load ~~12 x 500~~ 2 x Smoke (M47) H.E. Incendi Position in Formation

Time Took Off 1100 Time Landed

1. HOT NEWS to be phoned in? Yes No

Details:

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? - Capt. Kirk Gurney
(Give position, time, altitude, full details) Major G.R. Buckey Pilot

306th

These men are from 482nd and need not be added to reports

1st Lt. W. M. Leiser Bomb
1st Lt. Winc RF CO-P
1st Lt. Jacey HF Nav
Capt. G.D. Bennett Nav

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

750th 55th AC Radio
750th 55th PJ Top T.
Sgt East RJ Ball T.
Sgt. Keckle H R. Waist
Sgt. O'Neil W.G. L. Waist
Sgt. Fennell M.F.

3. Number of BOMBS dropped on target:

all brought back Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

Any Nickels: Yes (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number boxes dropped

Number boxes returned

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

8. WEATHER: (If it affected mission)

7/10 about 14000 ft. Solid front about 3000 ft

9. FLAK: Encountered on way out, at target and on way home. Pursuing W to S. East of Charleston

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

Lille - a little waco & somewhere near Ghent scattered

Crew observations about flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RIB/DAC MAA Date 1/8/91 45005

By RLB/NM NARA, Date 7-14-93

INTERROGATION FORM

SQUADRON ~~287X~~ (368) ~~2357XXXXXX~~ A/C Number 586 Letter A Date 20/70/43

Bomb Load 17-11 H.E. Incend.

Position in Formation

Time Took Off 11:12 Time Landed 16:05

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

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

CREW: Give Rank and Initials

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

Capt. L. Cook Pilot

Capt. G. Komsmo Co-P

1st Lt. A. Simmen Nav.

1st Lt. J. Harrison Bomb.

2. TARGET ATTACKED: NONE

S/Sgt. E. Ewing Radio

Primary Time:

T/Sgt. J. Herman Top T.

Alternate Height:

S/Sgt. W. Trempier Ball T.

Last Resort Heading
(circle)

S/Sgt. R. Kenney R.Waist

Duration Bomb Run:

S/Sgt. E. Gramm L.Waist

S/Sgt. A. Jenniges Tail G.

3. Number of BOMBS dropped on target: NONE Jettisoned: Returned: Abortive:

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

Own Bombs: DID NOT DROP BOMBS.

Other Bombing: 41st C.W. DROPPED ON AIRFIELD AT GILZE-RINDA

5. Any Photographs taken: Yes? (No?) Any Nickels: Yes (No)
Number boxes dropped _____

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

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

ROUTE FLOWN as planned until 50:14N then flew north until about + departed enemy coast at 51:50N 03:40 E

8. WEATHER: (If it affected mission) 10/10 clouds from 2000' up - heavy clouds above formation

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

By RLB/NM NARA, Date 7-14-92

10. ENEMY FIGHTER OPPOSITION:

about 15-20 single engines ME 109's - Spitfire escorts
(Estimated total number of E/A seen) (Types)

engaged in dogfights with E/A - in Cambrai area
(Location and length of fight)

P 47's also engaged in dogfights 27,000'

Buel turret reports one ME 109 going down due to
P-47.

(Tactics of E/A)

No E/A attacks on our group

COULD NOT DISTINGUISH:

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

(Our defensive action)

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

11. FIGHTER SUPPORT

VERY GOOD FIGHTER SUPPORT - SPITFIRES IX's & P47's

12. OBSERVATIONS (Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, droops, flares, camouflage, smoke screens, enemy signals; activity on air bases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels, landmarks, new enemy installations,

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C is hit, state whether by E.A., E/A action, accident or Undetermined Cause)

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

15. DEFENSE TO A/C: (Briefly)

10. ENEMY FIGHTER COMPOSITION:

None

(Estimated total number of E/A seen)

(Types)

(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

C L A I M S

DESTROYED _____

PROBABLY _____

DAMAGED _____

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

FIGHTER SUPPORT

Excellent

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

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

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

None

15. DAMAGE TO A/C: (briefly)

*one prop missing, came off in channel
small hole in #2 nacelle from prop.*

16. TECHNICAL FAILURES:

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

S-2 OFFICER

Capt. A. C. Shaw

FILE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By RLB/BHC
Date 1/8/99
NARA

INTERROGATION FORM

SQUADRON 367 ~~XXXXXX~~ A/C Number 706 Letter W Date 20/10/43

Bomb Load: 2 M-47-A1 H.E. Incend.

Time Took Off 11:00 Time Landed 1615

Position in Formation

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

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

CREW: Give Rank and Initials

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

- 1st Lt. F. H. Onnen Pilot ✓
- 2nd Lt. D. L. Jacobs Co-P ✓
- 2nd Lt. R. F. Jones Nav. ✓
- Capt. H. E. Phelan Bomb. ✓
- T/Sgt. W. C. Rozanski Radio ✓
- T/Sgt. D. M. Hovis Top T. ✓
- S/Sgt. W. R. Clark Ball T. ✓
- S/Sgt. O. K. Nabors R. Waist ✓
- S/Sgt. R. Y. Wilson L. Waist ✓
- Sgt. D. A. McGinnis Tail G. ✓

2. TARGET ATTACKED:

Primary Time:
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

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

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

Own Bombs:

Turned - gradually north starting at 40°E 50°51' N. Came out just off Rotterdam.

Other Bombing:

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

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

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

OK until turn.

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home. *40 mi inland clouds up to 29000'*

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

14:27	just before Rotterdam	27000'	slight	black	level off at about 10 o'clock	more close
-------	-----------------------	--------	--------	-------	-------------------------------	------------

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/BAC MABA Date 1/8/94

45005

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ 423 A/C Number 812 Letter Q Date 20/10/43

Bomb Load 42 M-47A1 H.E. Incend.

Position in Formation

Time Took Off 11:00 Time Landed 1611

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

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

CREW: Give Rank and Initials

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

1st Lt. Virgil H. Jeffries Pilot ✓

2nd Lt. N. L. Garrett Co-P ✓

2nd Lt. W. H. Dickenson Nav. ✓

1st Lt. J. H. Moon Bomb. ✓

S/Sgt. R. G. Mowrer Radio ✓

S/Sgt. J. Vinciguerra Top T. ✓

S/Sgt. C. Sheeley Ball T. ✓

S/Sgt. W. T. Morgan R. Waist ✓

Sgt. J. D. Subal L. Waist ✓

T/Sgt. H. C. Cordery Tail G. ✓

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

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

Number boxes dropped

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

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

followed lead a/c

8. WEATHER: (If it affected mission) 4-5/10 moderate - visibility good

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

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

d/d Valenciennes/Le Brigneth - meager - inaccurate

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RLB/BAC
Date 1/8/91
MARA

10. ENEMY FIGHTER OPPOSITION:

2

1 June 88, 1 unidentified

(Estimated total number of E/A seen)

(Types)

all far away

(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

CLAIMS	
DESTROYED	
PROBABLY	
DAMAGED	

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

11. FIGHTER SUPPORT

down good + on time

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

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

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

15.

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: #1 engine ran away, #2 Supercharger out, #3 lagged #4 OK.

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

S-2 OFFICER

Hogg

TIME COMPLETED

1655

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By RLB/BAC
Date 1/8/91
NARA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
 By RLB/JAC MABA Date 1/18/99

INTERROGATION FORM

SQUADRON ~~XXX~~ 368 ~~XXXXXXXXXX~~ A/C Number 776 Letter F Date 20/10/43

Bomb Load 42 M-47-A1 H.E. Incand.

Position in Formation

Time Took Off 11:10 Time Landed 16:07

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

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

CHEN: Give Rank and Initials

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

<u>1st</u>	<u>2nd Lt. P. Paulsen</u>	Pilot ✓
<u>1st</u>	<u>2nd Lt. J. Zardin</u>	Co-P ✓
<u>1st</u>	<u>2nd Lt. H. Zaborsky</u>	Nav. ✓
<u>1st</u>	<u>2nd Lt. L. Blatnica</u>	Bomb. ✓
<u>J.</u>	<u>T/Sgt. Zarriello</u>	Radio ✓
	<u>T/Sgt. T. Powell</u>	Top T. ✓
	<u>S/Sgt. R. Litherland</u>	Ball T. ✓
	<u>S/Sgt. F. Weitzel</u>	R. Waist ✓
	<u>S/Sgt. J. Carroll</u>	L. Waist ✓
	<u>S/Sgt. J. Arden</u>	Tail G. ✓

2. TARGET ATTACKED: *Did not drop bombs.*
 Primary Time: *Did not reach primary. Reason due to weather.*
 Alternate Height:
 Last Resort Heading
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: 0 Jettisoned: Returned: 42 Abortive:
 4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Did not see any bombs drop.

Other Bombing:

5. Any Photographs taken: Yes? No? Any Nickels: Yes No
 Number boxes dropped
 6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

As ordered - except that it was not completed to primary. Reached 30 miles east of Cambrai, France.

8. WEATHER: (If it affected mission) *Less clouds encountered than briefed - Visibility very good!*
 9. FLAK: Encountered or way out, at target and on way home. *Slight incandescent flak at Arras. For 5 black units at group behind us.*

Time	Place	Height	Type	Color	To the rear	Accuracy
1400	Arras	27,500	Slight	Black	Bursts in re-	Poor
1352	5m in. inside coast	A/C 27500	slight	Black	Low & left	Poor

Crew observations about Flak: _____

INTERROGATION FORM

SQUADRON ~~367~~ 368 ~~X69XXXXX~~ A/C Number: 533 Letter M Date 20/10/43

Bomb Load 42 M-47-A1 H.E. Incend.

Time Took Off 1100 Time Landed not recd.

Position in Formation

			X	
X	X	X	X	X
⊗ X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X			X	X
				X

CREW: Give Rank and Initials

1. HOT NEWS to be checked in? Yes No

Details: 10/17 girls down at 1355 hrs. on fire engine
camp. spin. No chutes. Age. 10. ch. to

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

- 2nd Lt. D. Wadley Pilot ✓
- 2nd Lt. K. Cabe Co-P ✓
- 2nd Lt. P. Marines Nav. ✓
- 2nd Lt. C. Ashman Bomb. ✓
- S/Sgt. R. Little Radio ✓
- T/Sgt. R. Long Top T. ✓
- S/Sgt. L. Stahlman Ball T. ✓
- S/Sgt. K. Cameren R. Waist ✓
- S/Sgt. M. Dixen L. Waist ✓
- S/Sgt. M. Ravasie Tail G. ✓

2. TARGET ATTACHED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

Own Bombs:

none seen.

Other Bombing:

5. Any Photographs taken: Yes? No?

Any Nickels: Yes No
Number boxes dropped _____
Number boxes returned _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

OK to I.P. then turned to 355° then to 20° from out. then out
Monitors comparison.

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of bursts	Location	Accuracy
------	-------	---------------	--	-----------------	----------	----------

None. one burst seen 10 minutes before I.P. may off.
then couple of bursts later on but before I.P.

Crew observations about Flak:

Not hit.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/JAC Date 1/8/91 NARA

145005

INTERROGATION FORM

SQUADRON 367 ~~XXXXXX~~ A/C Number 993 Letter K Date 20/10/43

Bomb Load 42 M-47-A1 H.E. Incend.

Position in Formation

Time Took Off 11:00 Time Landed 1610

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

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

CREW: Give Rank and Initials

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

1st Lt. W. J. Tackmier Pilot ✓

2nd Lt. G. Campert Co-P ✓

1st Lt. C. D. Moore Nav ✓

2nd Lt. G. A. Rothernberg Bomb ✓

T/Sgt. A. G. Coulter Radio ✓

T/Sgt. J. Argentos Top T. ✓

S/Sgt. J. E. Corcoran Ball T. ✓

S/Sgt. H. Sall R. Waist ✓

Sgt. B. Margineau L. Waist ✓

S/Sgt. J. P. Bloom Tail G. ✓

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Turned - 040° 25'E
50° 12' N two groups out

Other Bombing:

no off at I.P. to secondary.

Returned early due to weather

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

Any Nickels: Yes No (No)

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number boxes returned

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

As briefed - on time - at Eng. coast - until turn.

8. WEATHER: (If it affected mission)

High cloud over Europe - over 28000'

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

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

50° 25' N	Charboui		very slight	black	off to side - not close	
40° 30' E	Gossellies Airfield				very black	

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RLB/BAC NARA Date 1/8/99

INTERROGATION FORM

SQUADRON ~~367~~ 368 ~~369~~ A/C Number 721 Letter 7 Date 20/10/43

Bomb Load 2 M-47-A1 H.E. Incend.

Position in Formation

Time Took Off 1100 Time Landed 1606

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

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

CREW: Give Rank and Initials

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

2nd Lt. J. McMahon Pilot

2nd Lt. W. Reed Co-P ✓

2nd Lt. D. McCauley Nav. ✓

T/Sgt. E. Spangenberg Bomb. ✓

T/Sgt. J. Tobin Radio ✓

T/Sgt. M. Enos Top T. ✓

S/Sgt. P. Lester Ball T. ✓

S/Sgt. J. Mynatt R. Waist ✓

S/Sgt. E. Schmeckpepper L. Waist ✓

S/Sgt. L. Brandon Tail G. ✓

1 chute seen near Cambrai - probably fighter pilot.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

5. Any Photographs taken: Yes? No Any Nickels: Yes ___ No ___

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

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

Turned, while enroute just north of Cambrai, at 1406, 20,000 ft. ~~at 1406~~ crossed only 1000 ft. then to Bull's meadow; circled that, returned to Gooderside, then home to Orfordness.

8. WEATHER: (If it affected mission) *Cumulus up to about 30,000 - 10/10 ahead.*

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

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

*none at coast.
Denain - 2 big bursts ahead; low -
no flak over hills -*

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
By RLB/BAC
Date 1/8/99
NARA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 145005
 BY RLB/BAC
 MABA Date 1/8/41

10

INTERROGATION FORM

SQUADRON ~~257~~ 368 ~~869XX25X~~ A/C Number 832 Letter J Date 20/10/43

Bomb Load 42 M-47-41 H.E. Incend.

Position in Formation

Time Took Off 11:10 Time Landed 16:30

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

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

*Flare in the
 tube and back
 the bell lost
 when an engine.*

CREW: Give Rank and Initials

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

- 2nd Lt. J. Gay Pilot ✓
- 2nd Lt. T. Brady Co-P ✓
- 2nd Lt. J. Elgin (423) Nav. ✓
- 2nd Lt. M. Dmochowski Bomb. ✓
- T/Sgt. E. Danielson Radio
- T/Sgt. P. Hughes Top T. ✓
- S/Sgt. L. Brofford Ball T. ✓
- S/Sgt. S. Krisko R. Waist
- S/Sgt. ~~C. Hill~~ P.W. MANTOR L. Waist ✓
- S/Sgt. O. Woodall Tail G. ✓

2. TARGET ATTACKED:

*Did not drop
 bombs.
 Did not reach primary.*

Primary

Time:

Alternate

Height:

Last Resort
 (circle)

Heading

Duration Bomb Run:

Turned South of Rotterdam.

3. Number of BOMBS dropped on target: Jettisoned: Returned: 42 Abortive:

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

Observed B-17 salvo in channel 14:30 28,000

Own Bombs:

Other Bombing:

5. Any Photographs taken: Yes? No? No

Any Nickels: Yes No

Number boxes dropped _____
 Number boxes returned _____

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

As ordered until they turned.

8. WEATHER (If it affected mission) *As briefed - less clouds than briefed.*

9. FLAK: Encountered on way out, at target and on way home. *Two bursts at 27,000 twenty minutes inside of France.*

Time	Place	Height	Type	Light, Color	Location	Accuracy
	↗	of A/C	heavy, moderate or slight,	intense, of bursts	Bursts in relation to A/C	

Crew observations about Flak: _____

A BORTIVE INTERROGATION FORM

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/DHC
 45005
 MARA Date 1/18/91

SQUADRON ~~327~~ ~~328~~ ~~329~~ 423 A/C Number 841 Letter R Date 20/10/43

Bomb Load 42 M-47A1 H.E. Incend.

Time Took Off 11:00 Time Landed 1430

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

Position in Formation

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

CREW: Give Rank and Initials

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

- 2nd Lt. R. B. Thompson Pilot
- 2nd Lt. R. B. Eckles Co-P
- 2nd Lt. P. D. Lanyon Nav.
- 2nd Lt. M. Borysoff Bomb.
- S/Sgt. J. A. Park Radio
- S/Sgt. W. G. Caldwell Top T.
- S/Sgt. C. W. Hamby Ball T.
- S/Sgt. J. Peto R.Waist
- S/Sgt. H. F. Gramelspacher L.Waist
- S/Sgt. D. C. Werner Tail G.

Handwritten notes:
 Turned back 1333
 at Beachy Head
 at 27,000

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

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

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

Own Bombs: *Caused: tail gunner complained of lack of oxygen at 24,000 feet. Pilot told him to check his oxygen system & after a few minutes tail gunner said he was still feeling dizzy. Pilot said to put on his high pressure mask.*

5. Any Photographs taken: Yes? No? Any Nickels: Yes No
 6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped: Number boxes returned: T G

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs) *27,800 feet turned back. After landing, T & G didn't help*

8. WEATHER: (If it affected mission) *plot oxygen system when checked was working O.K. He had not put on his high pressure mask. Pilot did not send*

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location	Accuracy
					Bursts in relation to A/C	any of back to check T & G

Condition when complaints were made. Pilot thinks T & G has 6 or 7 missions.

Crew observations about Flak: _____

DECLASSIFIED PER EXECUTIVE ORDER 12956, Section 3.3,
 By RLB/BAC NARA Date 1/8/91 145005

12
 ABOK 110

INTERROGATION FORM

SQUADRON ~~367~~ 368 ~~369~~ ~~368~~ A/C Number 520 Letter Y Date 20/10/43

Bomb Load 42 M-47-41 H.E. Incand.

Position in Formation

Time Took Off 1100 Time Landed 1440

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

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

CREW: Give Rank and Initials

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

1st Lt. W. Katz Pilot

2nd Lt. F. Scudder Co-P

2nd Lt. I Glaze Nav.

2nd Lt. G. Bencic (423) Bomb.

2. TARGET ATTACHED:

T/Sgt. S. Gomez Radio

Primary Time:

T/Sgt. O. Owens Top T.

Alternate Height:

S/Sgt. J. O'Connell Ball T.

Last Resort Heading
 (circle)

S/Sgt. A. Schaeffler R.Waist

Duration Bomb Run:

S/Sgt. J. Gemerski L.Waist

S/Sgt. W. Cole Tail G.

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

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

Own Bombs:

all brought back

Other Bombing:

*Internal engine failure
 #3 turned back at
 Beachy Head 20,500 feet,
 at 1332 hours.*

5. Any Photographs taken: Yes? No? Any Nickels: Yes No
 Number boxes dropped

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

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

8. WEATHER: (If it affected mission) *looked better than as briefed over channel. High cumulus over Continent.*

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

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

Crew observations about Flak:

13

ABORTIVE INTERROGATION FORM

SQUADRON ~~367XX368XX369~~ 423 A/C Number 606 Letter U Date 20/10/43

Bomb Load 42 M-47A1 H.E. Incend.

Time Took Off 11:00 Time Landed 1450

Position in Formation

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

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

CREW: Give Rank and Initials

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

1st Lt. K. R. Bickett Pilot ✓

2nd Lt. J. P. Toombs Jr. Co-P ✓

2nd Lt. A. G. Pulver Jr. Nav. ✓

2nd Lt. D. A. Cook Bomb. ✓

S/Sgt. W. A. Snedden Radio ✓

Sgt. A. L. LaBarge Top T. ✓

W/Sgt. J. H. Coleman Ball T. ✓

S/Sgt. J. P. Clarke R.Waist ✓

S/Sgt. H. A. Steelesmith L.Waist ✓

S/Sgt. J. O. Dehler Tail G. ✓

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

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

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

all brought back

Own Bombs: *Ball turret gunner present from lack of oxygen shot mid channel, 27,500 feet. Radio operator dragged him out of turret to radio room, could not revive him, so pilot turned back at 1350 hours, about fifteen miles inland just south of Beach on the BT gunner revived at 16,000 feet. Two spotties escorted us back.*

5. Any Photographs taken: Yes? No?

Any Nickels: Yes No

Number boxes dropped

Number boxes returned

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) *looked better than briefed.*

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

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1.5005
 By RLB/DHC
 MAA Date 1/8/99

By EP/mg NARA, Date 9-91

HEADQUARTERS 808TH BOMBARDMENT GROUP (H) (7-4-6)
Office of the Materiel Officer
United States Forces

APO 634,
14 October, 1943.

SUBJECT: B-4 Combat Mission Report on Mission of 14 October, 1943.

TO : Commanding Officer, 808th Bombardment Group (H), APO 634.

1. The following aircraft were abortive due to listed reasons:

(1) B-17F Aircraft No. 42-30612 of the 432nd Squadron returned early.

- (a) No. 2 oil cooler out.
- (b) No. 2 supercharger induction elbow split.

(2) B-17F Aircraft No. 42-30607 of the 567th Squadron returned early.

- (a) No. 2 supercharger waste gate linkage broken.

2. The following listed engineering malfunctions occurred:

Overboosted Engines - 2
Erratic Superchargers - 1

3. The following listed instrument malfunctions occurred:

Flight Indicator out - 1

4. The following listed armament malfunctions occurred:

Turret Gun Solenoid Conduit broken - 1
Turret Solenoid out - 1
1st Position Stoppage - 1
Bomb Bay Door Limit Switch out - 1

5. The following listed communications malfunctions occurred:

Interphone Check - 1
Interphone Out - 1
GEE Radio Out - 1

By EB/mg NARA, Date 9-91

6. The following listed safety equipment malfunctions occurred:

Oxygen leak in Co-pilot's position-1

7. No heated clothing malfunctions occurred.

8. The following specified battle damages were incurred:

Total Damaged:	6
Serious-	6
Slight-	0
Flak damage-	5
.303 damage-	2
Friend 50 Ca. fire-	0
Friend 50 cal shell case-	1
17 MM damage-	1
Missing in action-	10

NOTE: It is possible that some of the damage classified as flak could be caused by Aerial Rockets.

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

2

INTERROGATION FORM

SQUADRON ~~XXXX~~ (368) ~~XXXXXX~~ A/C Number 586 Letter A Date 20/10/43

42 Bomb Load M-47-A1 H.E. Incend.

Position in Formation

Time Took Off 11:12 11:00 Time Landed 16:05

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

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

CREW: Give Rank and Initials

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

Capt. L. Cook	Pilot ✓
Capt. G. Komsmo	Co-P ✓
1st Lt. A. Simmen	Nav. ✓
1st Lt. J. Harrison	Bomb. ✓
S/Sgt. E. Ewing	Radio ✓
T/Sgt. J. Herman	Top T. ✓
S/Sgt. W. Tremper	Ball T. ✓
S/Sgt. R. Kenney	R. Waist ✓
S/Sgt. E. Gramm	L. Waist ✓
S/Sgt. A. Jenniges	Tail G. ✓

2. TARGET ATTACKED: NONE

Primary Time:

Alternate Height:

Last Resort Heading
(circle)

Duration Bomb Run:

NONE

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

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

Own Bombs: DID NOT DROP BOMBS.

Other Bombing: 4150' C.W. DROPPED ON AIRFIELD AT GILZE-RIVIER

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

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

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

ROUTE FLOWN as planned until 50:14 W then flew north until about + departed enemy coast at 51:50 W 03:40 E

8. WEATHER: (If it affected mission) 10/10 clouds from 20000' up to 35,000' heavy clouds above formation

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

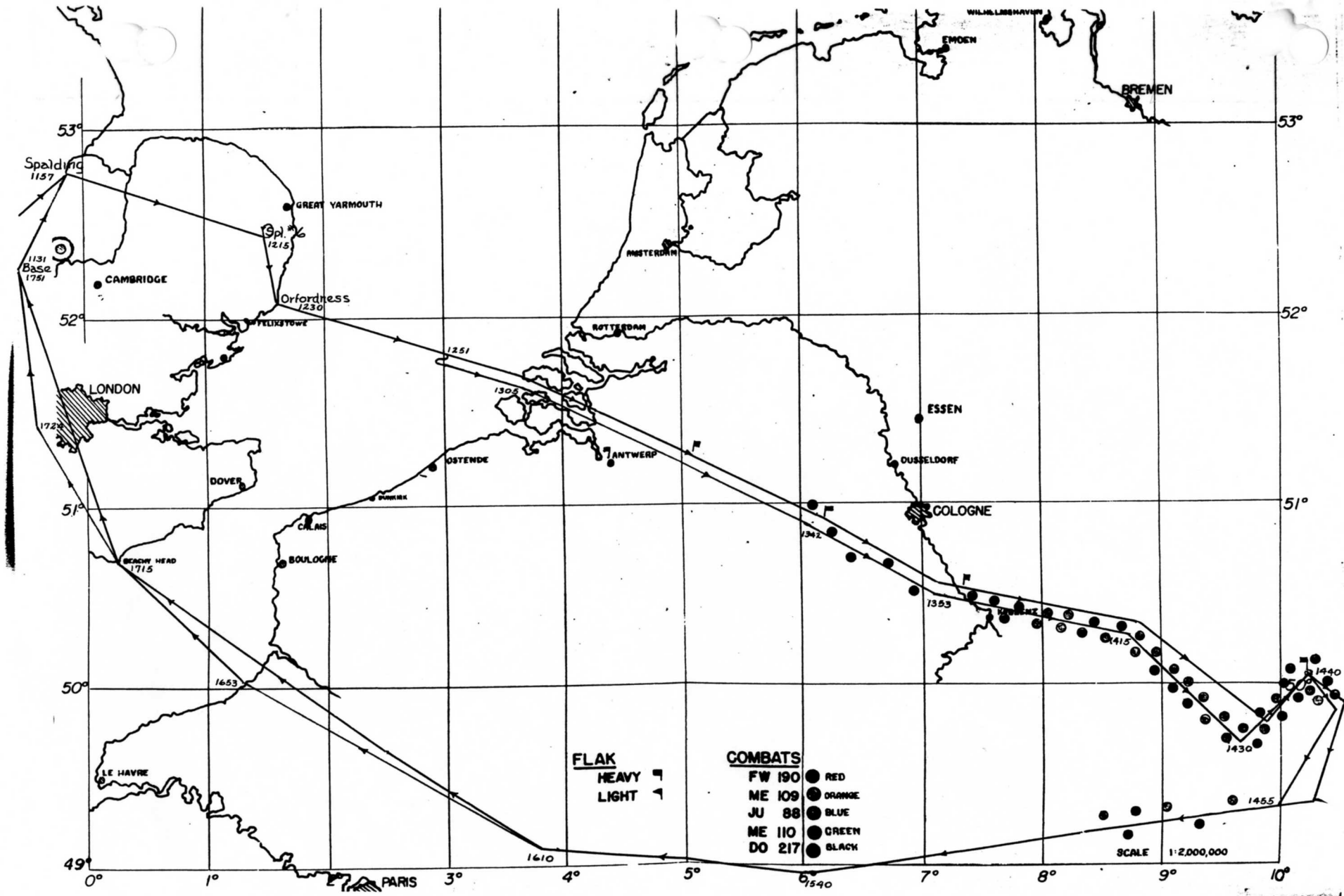
Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location	Accuracy
					Bursts in relation to A/C	

Few scarce bursts of heavy flak at 14:05, altitude 27,500', probably came from Valenciennes. Flak off to left of formation, heading about 360°

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/BAC Date 1/8/91 MABA

45005



14 October 1943
 SCHWEINFURT, GERMANY

By RLB/NM

NARA, Date 7-14-92

INFORMATION FOR OCTOBER 14, 1943

C
Schoolfield
782-O

C
Tackmier
767-Y

Peters
811-D

Noack
169-S

C
Jeffries
603-H

Butler
175-B

Kirk
301-P

C
Bettinger
199-R

Munger
812-Q

Bickett
606-U

Bisson
727-Z

Lockyear
779-U

Holmstrom
707-B

C
Jackson
710-I

Davis
728-S

C
White
720-N

C
McCallum
813-L

Cole
971-F

C above pilot's name indicates camera on ship.



367th, 368th, 369th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England – September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

See the Thurleigh Airfield Museum

President

Albert McMahan
273 N Peachtree St.
Norcross, GA 30071

9 October 2005

Vice President

Herman Kaye, JD, MD
1905 Carla Ridge
Beverly Hills, CA 90210

David Giordano
Modern Military Records
National Archives at College Park
NWCTM
8601 Adelphi Rd
College Park, MD 20740-6001

Secretary

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205

Treasurer

Royce Hopkins
35427 Pontiac Dr.
Brookshire, TX 77423

Dear David:

Would be so kind as to ^{send} me color reproductions of the enclosed pages from the 14 ~~sep~~ ^{Oct} 1943 records of the 306th Bomb Group Association.

Directors

William Carnicom
112 Columbia Ct.
Pagosa Springs, CO 81147

I also have learned that the telephone number I now have for your office must be seriously in arrears.

William Houlihan
35449 Heritage Ct.
Farmington, MI 48335

Payment will be forwarded as soon as I am informed as to the proper amount.

Hugh Phelan
556 N. Hwy 67
Donaldson, AR 71941

Many thanks for your continued assistance.

Robert Rockwell
229 Beverley
Munster, IN 46321

Sincerely,

Past President
Royce Hopkins

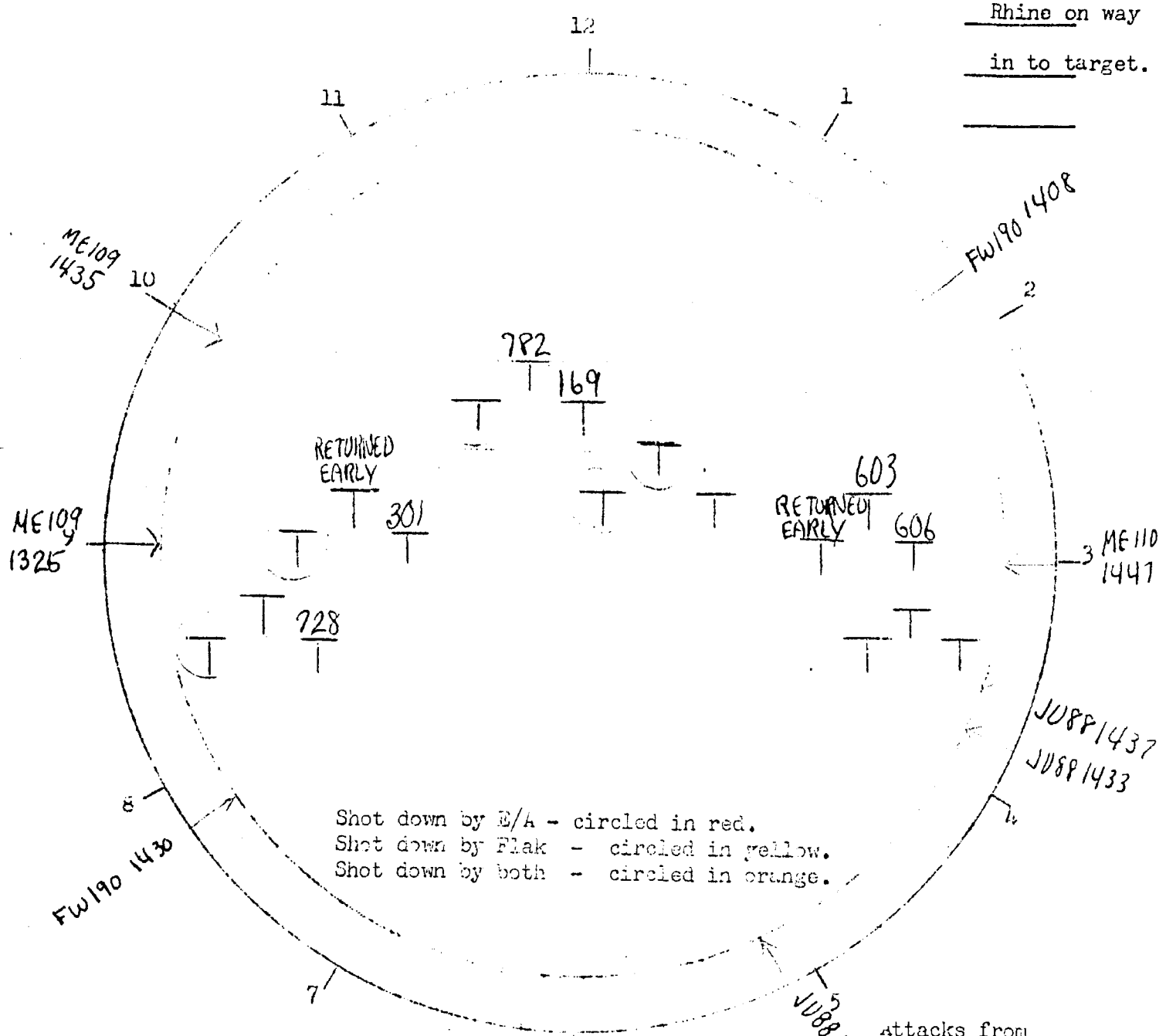
British Representative
Ralph Franklin
Mill Hill
Keysoe, Beds MK44 2HP
United Kingdom

By RLB/NM NARA, Date 7-14-92

COMBAT REPORT FORM - (GROUP)

TARGET Schweinfurt GROUP 306 DATE 14/10/43

TIME OF ATTACKS 1305-1605 VICINITY OF ATTACK Mostly from Rhine on way in to target.



Shot down by E/A - circled in red.
 Shot down by Flak - circled in yellow.
 Shot down by both - circled in orange.

Attacks from
 Above - Blue
 Level - Red
 Below - Green

DISCUSSION:

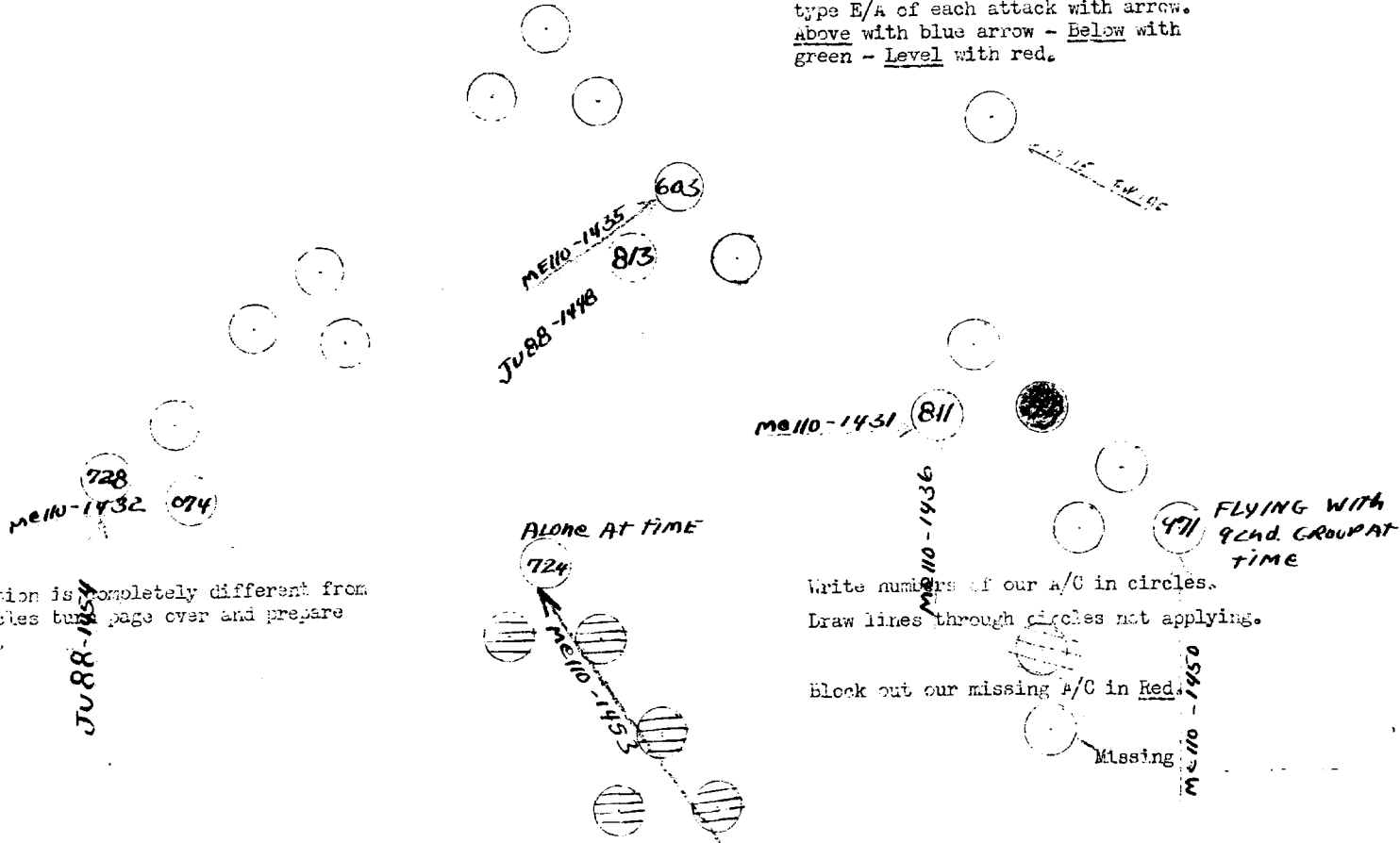
JU88 1455 1/2
 ME110 1405
 JU88 1455 0
 ME110 1605

COMBAT DUPLICATION CHECK FORM

GROUP 306

DATE 9/10/43

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



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

Write numbers of our A/C in circles.
 Draw lines through circles not applying.

Block out our missing A/C in Red.

By

EB/mg

NARA, Date

9-91

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

A P O 654,
14 October, 45.

SUBJECT: Group Leader's Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 654.

1. The 306th Bombardment Group (H), which was flying high Group of the 40th Combat Wing, took off on time at 1025 hours. We climbed individually through the overcast and joined formation over Cranfield airdrome at 14,000 feet. We then proceeded to Thurlough to join the 40th Combat Wing. Arriving there, we could not identify our Wing leader, so elected to fly to Spaulding and intercept him there.

2. We arrived at Spaulding about 3 minutes early and proceeded on course to Splasher #6 and then to Orfordness, where we finally contacted the 92nd Group and fell into our position. The 306th Group had not as yet appeared, so the Wing leader proceeded to the enemy coast.

3. At 5155N - 0300E the Wing leader turned to a heading of 270° and started back to England, but then turned back on course after flying on this heading for about 3 minutes. At that time, we were behind the 1st Combat Wing and flying just to the right of them.

4. We proceeded to the target in that position and were subjected to intense opposition by single and twin-engined enemy aircraft, which were firing rockets with very good accuracy. Upon reaching the IP, and having lost 12 aircraft due to abortions or enemy action, we joined the 92nd Group and flew high Squadron with them and bombed on their release.

5. The navigation was very good all the way in and out. The course prescribed was followed except for cutting a few corners short to make our fighter rendezvous.

6. The route out was uneventful as the fighters left us to engage other formations and we proceeded to base.

7. Our escort met us as planned on the way in to the target but we did not meet our withdrawal support because we were 12 minutes late at the rendezvous point.

8. The 40th Combat Wing flew good formation until our losses were too great for proper protection, so we joined the 41st Combat Wing for withdrawal. The mission was well planned, but as we were without one Group's support and encountering intense enemy fighter opposition, we didn't have the success of previous missions. AFCE was used until the controls were damaged by AAGF, and manual control had to be used.