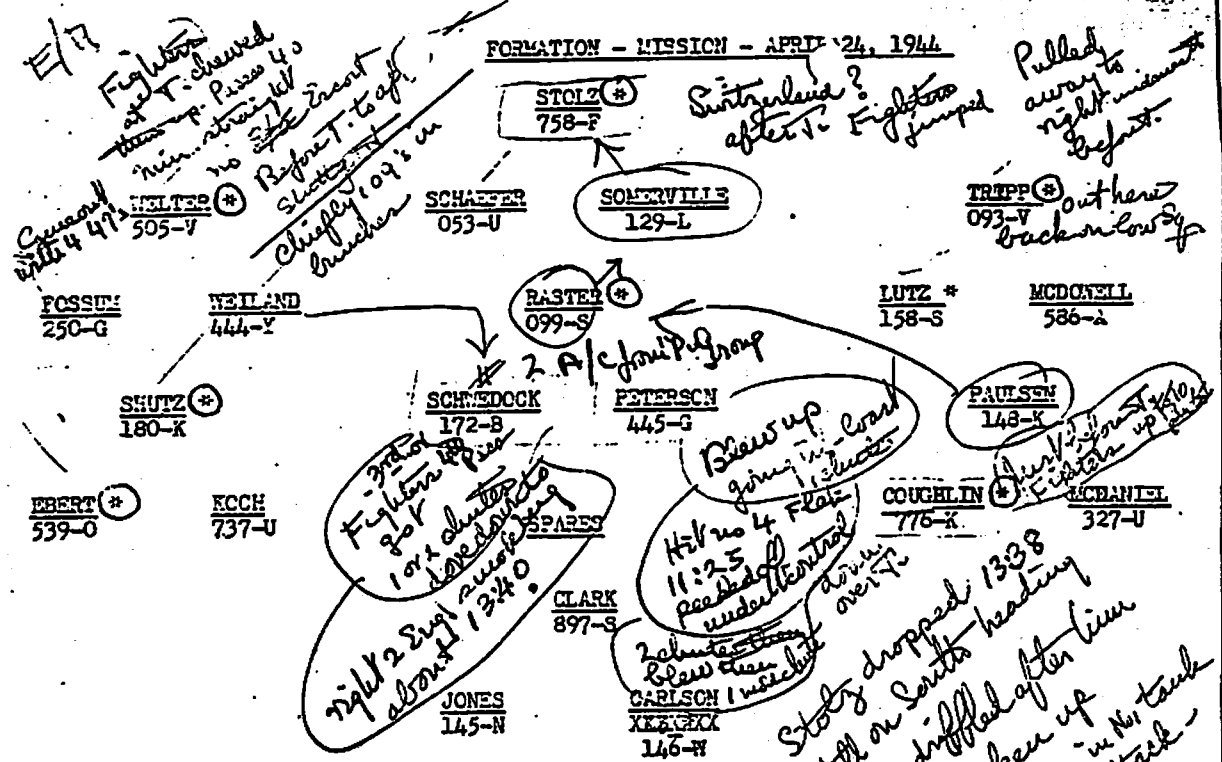


FORMATION - MISSION - APRIL 24, 1944



* INDICATES CAMERA IN AIRCRAFT

Somerville called
asked Stolz if
O.K. now then
in C. pit.
on 2nd attack Stolz
called saying
"He got it"
but could not
while down
no could
shook them
finally went
down

Group broken up
with Stolz from
20 000 to 16 000

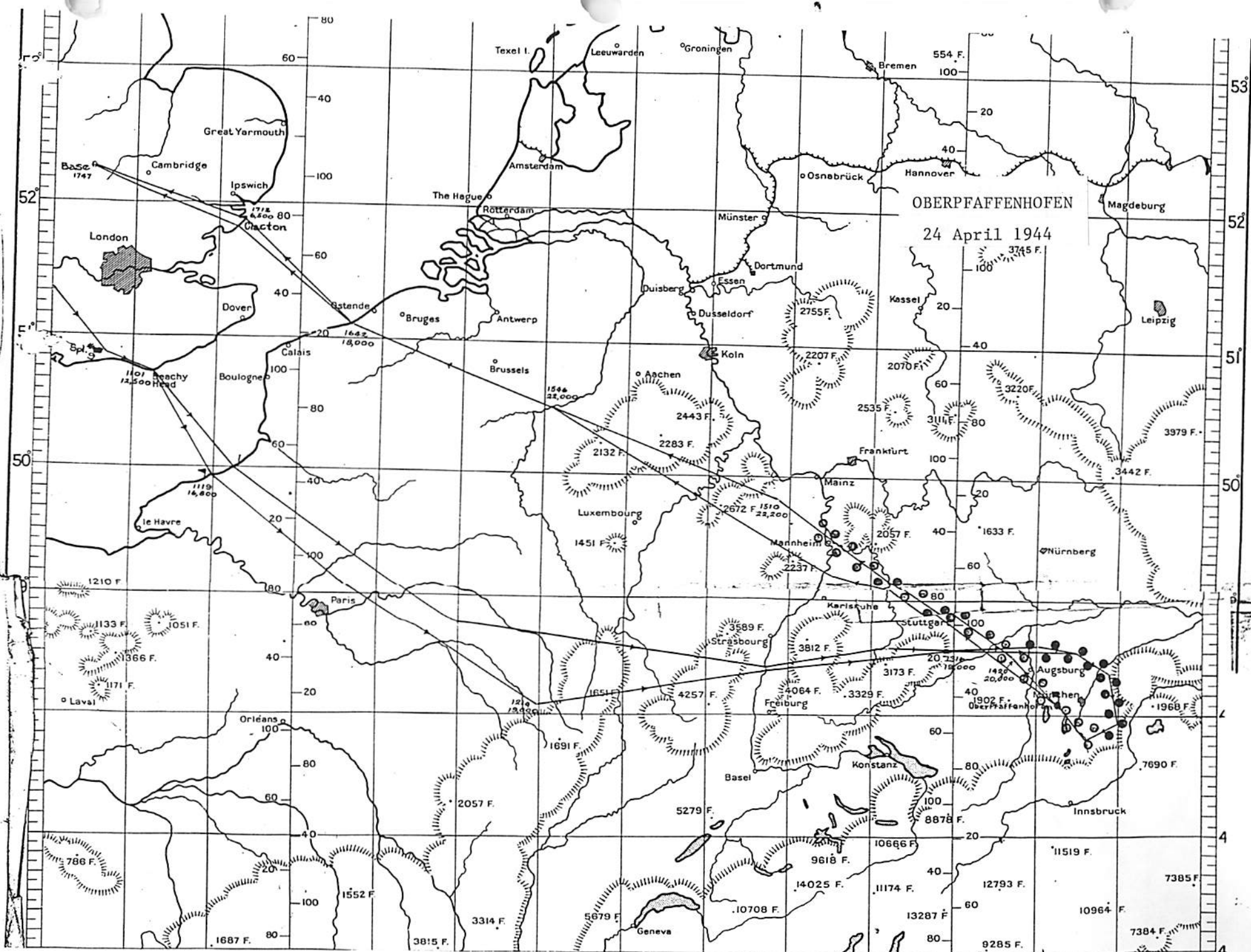
Som. took lead
followed + pulled
up again - low!
Group separated because
water hit + aborted
up into lead group
Leaving
Somerville and over field in case
any one leader + dropped

2000 yds off 2 MS109's
hit him - child's face
result right away

Som. + headed for Stolz
2000 yds off 2 MS109's
hit him - child's face
result right away

* INDICATES CAMERA IN AIRCRAFT

REMARKS: _____



QUARTERS 906TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer
United States Forces

APD 557
24 April, 1944

SUBJECT: Our A/C in Distress,
Mission: Southern Germany, 24 April, 1944.

TO: S-4 Section, 306th Bombardment Group (H)
Attention: Major Schmidt.

*Return on
23-2-45
say "NO
CHUTES"*

1. Our A/C #758-F, pilot Stolz, was hit in first fighter attack at 1335 hours. He told group he was still all-right. He was hit again on second attack and tried to leave formation, but group followed him down to 16,000 feet. He finally put his wheels down and left, after telling Deputy Leader, pilot Semerville, "Well, I've got two engines, Slim - you know where I'm going".

2. Our A/C #445-G, pilot Petersen, was hit by flak shortly after crossing enemy coast at 1123 hours. No. 4 engine was on fire. He peeled out of formation. 3 to 4 chutes were observed. A/C then blew up about 1 minute later.

3. Our A/C #172-B, pilot Schwedock, was hit by fighters in the 3rd or 4th attack. Two engines were smoking and he dove down to the right. Three chutes were observed to come out before losing sight of A/C at 1340 hours. Pilot Lutz states that navigator and bombardier were two of the three out.

4. Our A/C #586-A, pilot McDowell, with #4 engine smoking, peeled out of formation. Pilots Lutz and Schaefer say that three chutes were out.

5. Our A/C #776-K, pilot Coughlin, was hit by fighters at 1335 hours and was on fire. Ten chutes were out before A/C blew up.

6. Our A/C #539-O, pilot Ebert, left formation after second fighter attack. No. 4 engine was wind-milling, gasoline leaking out of right wing.

about same as

7. Our A/C #901-Y, pilot Tarr, was hit on first attack. Had hole in nose and wing tip. He slid off to right in control of plane when last seen. Capt. Owen, 40th CBW was observer on this A/C.

8. Our A/C #558-M, pilot ^{JAMES} Jones, was hit by fighters at 1335. Pilot Schlect says ~~James~~ peeled off to right on fire when last seen.

9. Our A/C #768-V, pilot Biggs, was hit by first fighter attack at 1335 hours. Pilot McKinney's tail gunner says A/C had a fire in left waist window. Biggs was last seen in a very steep dive below formation.

10. Our A/C #730-B, pilot Ramsey, was hit by fighters around 1335. Nos. 3 and 4 engines were out. He peeled out of formation and slid out of sight, losing altitude.

*73-2-45
just about made
it back when another
engine went*

JOHN A. BAINSFATHER,
Major, AC,
Group S-2.

~~SECRET~~

24 Apr 1944

UNITS PARTICIPATING AND OPERATIONAL ANALYSIS

Group	Scheduled	Took Off	Returned Early or Lost Before Target		Over Target	Attacking Target	Lost
			Sortie	Non-Sortie			
Lead 305th BG	16 2 PFF	16 2 PFF	0	0	16 2 PFF	16 2 PFF	1
Low 92nd BG	18	18	0	0	18	16	0
Comp. (306th BG	6	6	4	0	2	2	4
High (92nd BG	12	12	3	0	9	9	5
40TH CEW	52 2 PFF	52 2 PFF	7	0	45 2 PFF	43 2 PFF	10
41st "B" CEW							
Low 306th BG	19	19	18	1	0	0	6
Total 40th CEW	71 2 PFF	71 2 PFF	25	1	45 2 PFF	43 2 PFF	16

1. A/C Returning Early or Lost Before Target:

- a. Thirteen (13) - Lost before target - enemy aircraft.
- b. One (1) - Personnel ill.
- c. Twelve (12) - Dropped when leader was shot down as leader dropped on account of damage from fighter attacks.

2. A/C Over Target - Not Attacking:

- a. Two (2) - Jettisoned before target because of damage caused by enemy action.

3. A/C Lost:

- a. Fourteen (14) - Enemy aircraft.
- b. One (1) - Cause unknown.
- c. One (1) - Flak.

NOTE:

The 422nd Squadron of the 305th Bomb Group furnished ten (10) PFF aircraft as follows:

Two (2) - 305th BG
Two (2) - 351st BG
Two (2) - 379th BG
Two (2) - 384th BG
Two (2) - 381st BG

One (1) aircraft returned early (non-sortie) on account of oxygen failure.

The other nine (9) flew the entire mission and bombed the target.

~~SECRET~~

SECRET
BOMBING ANALYSIS

MISSION OF 24 April 1944

1 Group	2 Direction of run	3 Length of run	4 Altitude (True)	5 Time of Release	6 No. & Type of Bombs on Target	7 No. Flying		8 No. Sighting		
						AFCE	Manual	9 Range and Deflection	10 Range Only	11 On PFF
305th BG	304° (True)	120 Sec.	18,600	1405	180 X 500 AN-M43 4 Skymarkers	1	17	1	1	-
92nd BG	325° (True)	90 Sec.	17,700	1406	159 X 500 AN-M43 2 Skymarkers	1	15	1	0	-
92nd BG)	331° (True)	50 Sec.	19,700	1407½	372 X 100 M-47A1 #1	1	8	1	0	-
306th BG)					84 X 100 M-47A1 2 Skymarkers	0	2	0	0	-
Low "B" CBW 41st CBW										
306th BG	All A/C in this Group dropped bombs forty (40) minutes early. Lead A/C was hit by E/A and dropped bombs and all others dropped on him.									
TOTAL					339 X 500 AN-M43 456 X 100 M-47A1 8 Skymarkers	3	42	3	1	-

***NOTE:**

#1 - One (1) A/C bombed the target with the 305th BG.

A total of 549 X 500 AN-M43, 750 X 100 M-47A1 and 8 Skymarkers were carried.

A total of 339 X 500 AN-M43, 456 X 100 M-47A1 and 8 Skymarkers were dropped in target area.

A total of 10 X 500 AN-M43 were returned to base.

A total of 20 X 500 AN-M43 were jettisoned.

A total of 180 X 500 AN-M43 and 294 X 100 M-47A1 are unaccounted for due to lost A/C and A/C that dropped on leader as he was about to leave formation due to loss of engines from enemy action.

SECRET

INTERCOMMUNICATION FORM

MIA

SQUADRON 367 ~~42nd Bombardment Group~~ A/C Number 758 Letter P Date 21-6-44

Bomb Load 10 x 500 H.E. ~~xxxxxx~~

Position in Formation

Time Took off 0900 Time Landed _____

	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:

*Shelley says - 758 - steady, fuel ok at 1335
2 engine more out, did not see
where he went*

CREW: Give rank and initials

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

Schoepfer says - 758 Munich - steady got hit - put wheels down - two fighters jumped him - think he got to Stuttgart all engines going when last seen

Capt. J. J. Stolz	Pilot
1st Lt. D. H. Rutherford	Co-P
1st Lt. A. T. Ballard	
2nd Lt. G. W. Clements	Nav.
1st Lt. T. P. Clinev	Bomb
T/Sgt. J. G. Miller	Phic
T/Sgt. A. D. Springer	Top U
S/Sgt. F. R. Rashid	Ball T
S/Sgt. A. J. Gentile	R. Waist
Sgt. H. D. Hootten	L. Waist
1st Lt. W. H. Leiser	Tail G.

Reiter says - steady hit in landing gear wing 2. TARGET ATTACHED: outboard of 4 engine. Headed for Stuttgart - perhaps fighter got

Tripp says - 758 headed toward Stuttgart

Last Resort Heading: (circle)
Duration Bomb Run:

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

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

Own Bombs: *Steady hit on first attack - left for full group he was on hit again on second attack. Tried to leave formation, but group followed him down. Finally put his wheels down.*

Other Bombing: *group followed him down. Finally put his wheels down.*

Any WICKETS: Yes No
Number boxes dropped
Number Boxes returned

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

6. GROUND TARGETS ATTACHED BY GURFERS 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) *old Primmeralls, "well 2 engines down - you know where he's going" - (group followed him down to 1000)*

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

Leiser was former officer & these two remaining to clean up details and other (V3-V45) they will return home.

Steady returned to base. Bombardier of fellowed crew says Leiser & Rutherford only left in Stuttgart at last of officers

INTERROGATION FORM

2

SQUADRON 367 ~~#####~~ A/C Number: 129 Letter L Date 24-4-44

Bomb Load 10 x 500 H.E. ~~#####~~

Position in Formation

Time Took off 0900 Time Landed _____

			X		
	λ		X	(X)	X
X	X		λ		X X
	X	X	X	X	X X
	X				X

1. HOT NEWS to be phoned in? Yes No

Details:

*Lead Group
Lead S/Sgt
direct*
*R. Wing
flak
asks the pilot after T
went straight
down no clutter*

CREW: Give Rank and Initials

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

1st Lt. R. J. Somerville Pilot

1st Lt. W. B. Butterfield Co-P

1st Lt. P. V. Osburn Nav.

1st Lt. J. D. Welch Bomb

T/Sgt. H. Schofield Radio

T/Sgt. A. S. Cruff Top P

S/Sgt. C. G. Smith Ball T

S/Sgt. G. W. Holland R. Waist

S/Sgt. H. Shore L. Waist

S/Sgt. D. F. Offord Tail G.

2. TARGET ATTACHED:

Primary Time: 1345

Alternate Height: ~~12400~~ 16,000

Last Report Heading:
(circle)

Duration Bomb Run:

3. Number of BCLBS dropped on target: all Detonated: Returned: Abortive:

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

Own Bombs:

Other Bombing:

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

5. Any PHOTOGRAPHS taken: Yes? No? _____

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: _____

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

8. WEATHER: (If it affected mission) good on going in - pilotage

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

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

Coast - acc. tracking
T. Mod. fairly acc.
Leckfield - acc. tracking
Crew observations about Flak: _____

10. ENEMY FIGHTER OPPOSITION:

108

all 109's

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

13:25 - 13:50 (T.) then E/A peeled

(Location and length of fight) off chiefly to Jps. Cahvid

Fighters came thru head group also peeled down from right in numbers made head on attack thru over or under

(Tactics of E/A) Some side deflection shots - then circled for deflections -

E/A Painted to camouflage

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

right After T. 1 big attack 1400 then about over

(Our defensive action)

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

47's to 12:50 Strasbourg

A few 51's after that (broke into East big attack) were too low & too few to stop this

15:15 - 47's again

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

Always low group

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) Ball T. & Rad. Rec. sever dam.

16. TECHNICAL FAILURES:

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

S-2 OFFICER

TIME COMPLETED

INTERROGATION FORM

SQUADRON 367 ~~367~~ A/C Number 053 Letter II Date 21-4-44

Bomb Load 10 x 500 H.E. ~~7000~~

Position in Formation

Time Took off	0900	Time Landed		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: 120 1/2 East Paris 3 charts, 1329 hrs.
1B17 with 3 charts. on ground in France on 1329 hrs.

CREW: Give name and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, fuel)
on E of Munich. 1000 ft. fuel tanks empty. 1000 ft. fuel tanks empty. 1000 ft. fuel tanks empty. 1000 ft. fuel tanks empty.
1B17 peeled out of his sq. peeled toward Switzerland. 2 charts. #4 engine running. Marked control.

- 2nd Lt. D. J. Schaefer Pilot
- 2nd Lt. F. B. Henry Co-P
- 2nd Lt. W. A. Transeth Nav.
- 2nd Lt. R. A. McKinney Bomb
- S/Sgt. S. H. Kinberg Radio
- S/Sgt. E. R. Darwell Top E
- Sgt. J. C. Simons Ball T
- S/Sgt. C. Wildstein R. Waist
- Sgt. D. H. Minter L. Waist
- Sgt. G. S. Littlefield Tail G.

2. TARGET ATTACHED:
 Primary Time: 1334
 Alternate Height: 27400
 Last Report Heading: 120
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: 10 x 500 Detonated: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: Dropped on E of Munich. Dropped on 129.

Other Bombing: any Nickels: Yes No
 Number boxes dropped
 Number boxes returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

1200 Ref got 4000. Not much. Not too accurate.
Munich. Range also aimed later to West of Munich. Limited time on B/A.

Crew observations about Flak:

10. ENEMY FIGHTER OPPOSITION:

25
(Estimated total number of E/A seen)

ME109, with
(Types)

all

(Location and length of fight)

All directions - never alone - 3 at a time at least. 8 in 1st attack.

single from tail + mostly straight

(Tactics of E/A)

silver with red crosses on wings. Albatross Mark

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

(Our defensive action)

C L A I M S

DESTROYED _____

PROBABLY 1

DAMAGED _____

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

11. FIGHTER SUPPORT

Good until 1st attack. Did not see any after 9° east.
from 9° to 9° for 1.38 hrs.

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

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

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

15.

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

S-2 OFFICER _____

TIME COMPLETED _____

INTERCOMBAT FORM

SQUADRON 367 ~~#####~~ A/C Number: 099 Letter: s Date 21-1-44

Bomb Load 10 x 500 H.E. #####

Position in Formation

Time Took off 0900 Time Landed 1752

		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:

1817 on target down by flak. 2 mins out of control - no chutes.

CREW: Give rank and initials

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

1st Lt. P. E. Raster Pilot

2nd Lt. V. W. Dingman Co-P

1st Lt. J. C. Fowler Nav.

2nd Lt. G. Dunkrich Bomb

T/Sgt. J. A. Sheridan Radio

T/Sgt. W. P. Powers Top P

S/Sgt. W. W. Burroughs Ball T

S/Sgt. R. A. Simonson R. Waist

S/Sgt. R. L. Duquette L. Waist

S/Sgt. R. J. Starzynski Tail G.

2. TARGET ATTACKED:

Primary Time: 1330

Alternate Height: 18,300

Last Report Heading: 85 mag

Duration Bomb Run:

3. Number of BOMBS dropped on target: (All) Detonated: Returned: Abortive:

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

Own Bombs:

Bombs in field NW side of runway - targets might have been hit but not sure. Two big fires.

Other Bombing: any Nickels: Yes No Number Boxes dropped: Number Boxes returned:

5. Any PHOTOGRAPHS taken: (Yes) No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with function

8. WEATHER: (If it affected mission) Good visibility

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

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

Flak at Reims - left - shot out of left - nothing perhaps tracking. Crew observations about Flak:

Return A/C 445 - at least 2 chutes. flak 3817 - down six chutes altogether. fighters. Flak hit in 8000 ft. (on ground) on way to target. Contd. - Bombed fighter: after time.

10. ENEMY FIGHTER OPPOSITION:

First attack at 1215 - bracketed out on ship
(Estimated total number of E/A seen) (Types)

"lined & bracket planes, couldn't evade any
(Location and length of fight)

direction: 2nd attack (more planes) just
before broke away, nothing much
checked up on both sides. 1330 hrs

and 1 61100 (Tactics of E/A). Attacking in groups of four from "o'clock
on the way back between Munich and Frankfurt,
no support, sporadic attacks
(Color, markings, etc. of E/A)

P515 around Frankfurt - narrow attack
0475-

(Our defensive action)

C L A I M S	
DESTROYED	<u>4</u>
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT No support in fight on second
attack. 2nd first attack. 0475 after 1092
"never saw a P38 at any time"

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)
Lot of planes on A/D about 1415 hrs between Munich
& Frankfurt (no position) Smoke screen at Stuttgart

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)
" Support -

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) Ship's damage (Shell cases)

16. TECHNICAL FAILURES:

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

Lt Kavanaugh

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

AFPO 557
22 April, 1944

SUBJECT: Intelligence Narrative,
Mission: Haam, 22 April, 1944.

TO : Commanding Officer, 306th Bombardment Group (H), AFPO 557.

1. Narrative

30 A/C of the 306th Group took off at 1605 hours, flying lead group and lead and low squadrons of Composite high group in 40th CBW. They left English coast at 1802 hours, 5 miles north of Lowestoft; crossed enemy coast at 5237N x 0437E, at 1833 hours; arrived at 5232N x 0555E, at 1847 hours (six minutes late); the remainder of the course was followed as briefed except that Coesfeld was used as the IP, making the leg to IP shorter than planned. Target was bombed at 1908 hours. They picked up 13 minutes between target and enemy coast, leaving 5107N x 0240E at 2049 hours; English coast at 5155N x 0115E, at 2118 hours; landed at base at 2147 hours. No abortions, spares returned as briefed.

2. Fighter Opposition and Fighter support

No enemy fighters were seen. Right after target, however, Group leader heard Vinegrove 33 calling for fighter support with the report that he was being attacked by 100 E/A. Some crews failed to see fighter escort between approximately 1841 and 2015 hours, while others reported escort available throughout. Crews generally agreed, however, that escort was sparse for 15 to 20 minutes right after target.

3. A.A. Gun Fire

A.A. Gun Fire at the target was moderate, tracking and accurate, particularly on the lead group, in which 15 out of 18 aircraft were damaged, 8 seriously. A.A. Gun Fire was less accurate on the high group, in which only two out of twelve A/C were damaged. Accurate navigation avoided other flak concentrations, which were observed in the distance, particularly in the Ruhr.

4. Bombing

Photos show target was already well hit at several points in central and northern sections of yard when 40th CBW bombed. Fires are also burning on both sides of yards, notably in warehouse or factory areas on both sides of tracks toward northern end. 306th Lead group's bombs are estimated to have fallen at Eastern edge of tracks, and High (Composite) Group's incendiaries into smoke just south of yard's center. A solid concentration, possibly Low Group's, fell on south end of yard. A big explosion was seen from yard area by high group four minutes after bombing.

5. Leaflets

No leaflets were carried.

6. Weather

There were no clouds over the continent, and visibility was good except for haze which interfered with horizontal visibility. Vertical visibility was good for the most part and did not interfere with identification of the target.

7. Observations

Just inside the coast en route in and out, extensive areas were seen to be flooded. A large smoke screen in the Ruhr outlined the industrial area.

8. A/C landing Anay

Our A/C #454, Pilot Curtis, landed at Manston and has been included in our statistics.

9. A/C in Distress

Four chutes seen in front of formation right after target at approximately 1910 hours. No A/C seen in vicinity.

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 713 205
By RLB/BAC
Date 1/18/91
MARA

4500
Section 3.3, 713 205
Date 1/18/91

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 715005
By RLB/JHC NARA Date 1/18/11

FORMATION 22 April, 1964

cycle 3/3

Very accurate

diked no books

No 1/A

Target

LEAD GROUP

ROBINSON * 143-P

Moderate
Very little

one chaffin

KELLY * 155-J

N.G.

BIGGS 901-Y

DOWELL 198-D

Gap after burst

SOMERVILLE * 840-Y

MAC DOWELL 943-L

LUTZ 556-D

JAMES * 185-J

MAGEE 133-W

MATICHKA 008-V

33

Perfect target

EHLER * 113-G

over bombing
saloo shell

SCHLECHT 969-F

RAMSEY 939-A

HANSON * 259-Q

Below target chaffin
MANSTON

CURTIS 454-B

ROEDER 323-M

think over

Spares

fighter called by alt

SCHAEFER 445-G

MC QUIRE 042-P

Target

Vish perfect

JORGENSEN 558-M

RASTER 469-R

COUGHLIN 776-F

Big hits before got there

No fighter support from 184/2015

flooded coming out

HIGH GROUP

CHALFANT FRAZIER * 418-J

TRIPP * 327-U

BALDWIN 250-G

ADAMS 737-U

Incedianis 92

PETERS 726-O

SWITZER 768-V

SHUTZ * 444-Y

92

92

MALSON * 094-S

EBERT 850-B

WEILAND 055-H

92

PAULSON 148-K

CLARK 894-S

Incedianis

Will beat up
Smoke bomb dropped first

FLOODED AREAS

92

92

* - Indicates CAMERA in snip.

Mulson
Do Pilot
6000 ft

K 20 of flooded areas 143
Bachand turned other flooded areas

Clear
Hazy on way out
Below them
Before 1 P

AIRCRAFT COMBAT MISSION REPORT

22 April 1944.
(DATE)

SQDN.	TYPE A/C	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
367th	B-17G	42-31726	Sev					
"	"	42-32099	No damaged					
"	"	42-37840	Sli					
"	"	42-38008	No damages					
"	"	42-97133	Sli					
"	"	42-97259	No damages					
"	"	42-38042	Severe					
"	"	42-31445	No damages					
SPARE	"	42-31469	Not used					
358th	"	42-97327	Not damaged					
"	"	42-38148	Sli					
"	"	42-38155	Sev					
"	"	42-31556	Sev					
"	"	42-37943	Sev					
"	"	42-32113	Sev					
"	"	42-97323	Sev					
"	"	42-31454	Sev Missing in action					Landed at Manston
SPARE	"	42-39776	Not used					
369th	"	42-31768	No damages					
"	"	42-31143	Sli					
"	"	42-38198	Sli					
"	"	42-31901	Sli					
"	"	42-97185	Sli					
"	"	42-31969	S&*					
"	B17F	42-30939	Sli					
SPARE	B17G	42-31558	Not used					
423rd	"	42-31410	No damages					
"	"	42-31737	No damages					
"	"	42-97250	No damages					

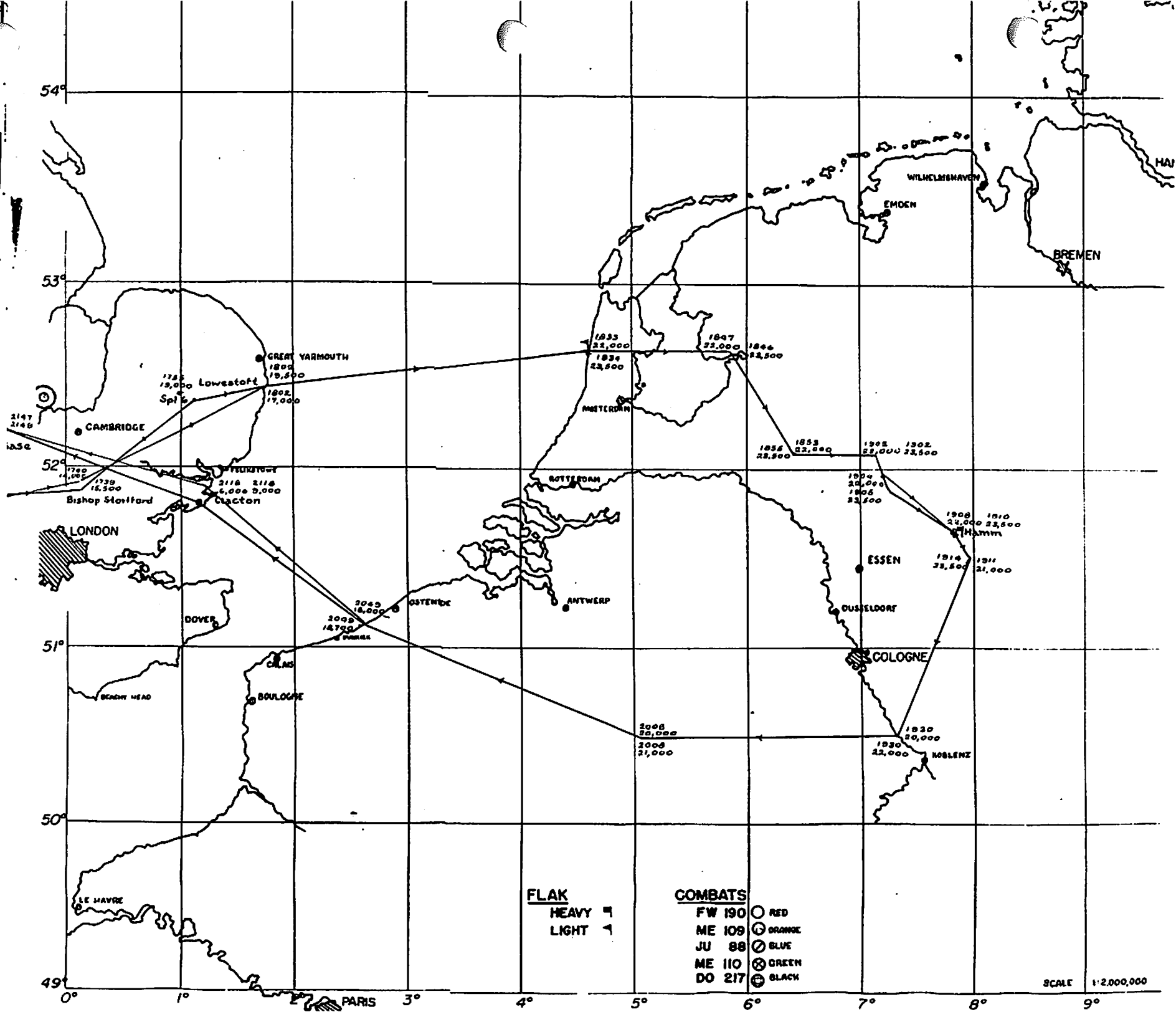
TOTAL DAMAGED	SEVERE	SLIGHT	FLAK	20MM	.303	50Cal Fire	50Cal Shell Cases
17	9	8	16	0	0	0	0
* MISSING	ABORTIONS						

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 75005

By RLB/BAC

Date 1/18/91

MARA



54°
53°
52°
51°
50°
49°
0° 1° 2° 3° 4° 5° 6° 7° 8° 9°

GREAT YARMOUTH 1800 18,500
 Lowestoft 1700 17,000
 CAMBRIDGE 2147 2146
 Bishop Stortford 1739 15,500
 LONDON
 DOVER
 BOULOGNE
 PARIS
 OSTENDE 2045 18,000
 ANTWERP
 ROTTERDAM
 AMSTERDAM 1833 22,000
 1834 23,500
 1847 22,000
 1844 22,500
 WILHELMSHAVEN
 EMDEN
 BREMEN
 HANNOVER
 ESSEN 1914 23,500
 DUSSELDORF
 COLOGNE
 MOBLENZ 1930 22,000
 1930 20,000
 1906 22,000
 1905 23,500
 1908 24,000 23,500
 1910 23,500
 1911 21,000
 1902 22,000 23,500
 1856 23,500
 1853 22,000
 1740 17,000
 1739 15,500
 2008 22,000
 2009 21,000
 2005 18,000
 2006 18,700
 1254
 1255 15,000
 1802 17,000
 2116 2116 6,000 3,000
 1900 20,000
 1905 23,500
 1908 24,000 23,500
 1910 23,500
 1911 21,000

No. 19
Hamm (Germany)
April 22

Pre-Invasion Blitz Is Renewed

USAAF Out After Giant RAF Blow

Nearly 30,000 Tons Smear Nazis From the Atlantic Wall to Balkans

American bombers and fighters renewed their pre-invasion blitz on Nazi targets across Europe yesterday a few hours after a night armada of more than 1,000 RAF planes had closed out the war's heaviest week of air offensive with attacks on three German cities.

With nearly 30,000 tons of high explosives and incendiaries heaped on Nazi targets from the Atlantic Wall to the Balkans in the six days and nights up to yesterday's dawn, Marauders and Havocs, with Allied light craft, were opening the second week of the non-stop blitz as they headed over the Channel to the Continent, while in the south of Europe, a force of U.S. heavies struck again at aircraft factories near Vienna. Twice during the day the medium and light bombers went out, and while they were pounding the nearer targets, a force of nearly 500 U.S. fighters and fighter-bombers went on a deck-level strafing and dive-bombing expedition which took them over German airdromes in France. For the Marauders and Havocs, yesterday afternoon marked their tenth mission in six days and fourth in two days.

Heavy Flak Barrages

It was possibly significant that as the bombing prelude to amphibious assault on the Continent was stepped up to the war's highest pitch, the Nazis apparently had chosen the trans-Channel French coast to reinforce against air attack. Crews returning from weekend attacks along the flank of France facing the English coast reported unusually heavy barrages of flak, and vast areas of French sky were filled with bursting anti-aircraft fire.

Bringing the big week's aerial push to a climax of destruction were:

An attack late Saturday by 750 to 1,000 Fortresses and Liberators, with an escort of equal numbers, on the German railway center of Hamm.

Two assaults in daylight Saturday on targets in northern France by Marauders and Havocs of the Ninth Air Force.

RAF and Allied medium-bomber attacks on more military objectives from Dieppe to Dunkirk and inland.

Dive-bomber attacks by U.S. fighter-bombers on Belgium and French rail centers and airfields.

The 1,000-plane blow by the RAF late Saturday night on Dusseldorf, Brunswick and Laon.

Linked with those blows and swelling almost to 30,000 tons the near-25,000-ton total dropped by Britain-based planes was a week of heavy, although intermittent, attack on Balkan rail junctions by the Mediterranean air forces.

The Mediterranean bombers had closed out their share of the big week with Friday raids on Bucharest and Turnu Severin, Rumanian rail junctions, and Italian ports, destroying some 35 enemy planes in air combat. Yesterday, they too launched a new week with a heavy attack on the Messerschmitt aircraft works at Wiener Neustadt, near Vienna, which has been hit repeatedly since autumn—just as often as Nazi repair gangs could restore facilities smashed by the Forts and Libs from the Mediterranean.

Russian bombers, which in the last month have co-ordinated their missions in southeast Europe with Allied blows at the Balkans, switched their main attack to the northeast and hit shale-oil distilleries in Estonia Friday night.

The Forts and Libs, with escorts of P38s, 47s and 51s from the Eighth and Ninth Air Forces, were striking in very great strength for the fourth time in five days when they went to Hamm Saturday.

With good visibility, the heavies heaped explosives on the railway yards there which are rated at a capacity of 10,000 cars daily.

Heavy damage was done to the Hamm yards, photographs showed, with bombs striking all along a three-mile stretch of tracks and switching trains. Fires, possibly from tank cars, spread after the attack, and the main station and repair shops also seemed to have been hit solidly, according to the photos. Steel works near the yards were hit, and fires were still burning there as the bombers turned away.

The day's box score showed 18 bombers and 13 fighters missing for the destruction of 20 German planes by bomber gunners and another 34 in aerial combats with the fighters.

The Luftwaffe came up to protect one of the key points in the Nazi system of mobile reserves to meet invasion, and bitter dogfights twisted across the western German skies. High spot of the fighting came when Col. Don Blakeslee's Mustang fighter group jumped on more than 25 Me109s, forced them into a defensive circle and then picked off 17 of the trapped Germans. Blakeslee got a

double, and P/Lts. John Godfrey, of Woonsocket, R.I., and Willard W. Milliken, of Malvern, Iowa, three each.

Other German planes were destroyed in aerial combat, and scores shot up on the ground, while some Thunderbolt units also included rail yards and trains, barges and oil tankers in the day's targets.

Largely, the escort kept the fighters from the bombers, but some enemy formations of 30 or 40 planes broke through the cover to barrel-roll through the B17s and 24s which, making one of their latest missions, landed back in England at dusk or even in the darkness.

The RAF's contribution to the weekend of bombing was aimed principally at Dusseldorf and Brunswick, with more than 1,000 planes taking part. An hour after the attack, huge fires were reported still flaming in Brunswick. The Laon railway yards also were hit Saturday night, and Mosquitoes went to Mannheim. Forty-two RAF aircraft were reported missing.

On Friday night the RAF had hit Cologne with Mosquitoes carrying 4,000-pound block-busters, carrying on the joint Allied campaign to smash the Nazi railway system reinforcing the coastal defenses of continental Europe.

While the heavy forces were spacing the main blows at strategic points across the Continent, the Marauder mediums and Havoc light bombers, along with Allied light forces and U.S. fighters and dive-bombers, were keeping up the triphammer pounding which has hit the Atlantic Wall every time the weather permitted for nearly a month.

Yesterday morning 300 B26s and A20s went back to the assault, and by noon had brought their bomb tonnage of the last six days to more than 3,600, with 2,700 sorties flown in that time. One Marauder and one Havoc were lost from the morning mission, bringing the six-day losses to 12 B26s and one A20.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Group Navigator

E-A-7

AFO 557,
22 April, 1944.

SUBJECT: Navigation Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), AFO 557.

40th "A" Lead

1. Lead ship of the 306th Group leading the 40th Combat Wing and 1st Bombardment Division took off at 1617 and assembled on Podington buncher.

2. Combat Wing assembled on Podington buncher and departed there at 1714 at 11,000 feet.

3. Route to target was flown as briefed. Bombing was made on magnetic heading of 120° at 1908 from an altitude of 22000 feet. Wind for bombing was 355°/55 Knots.

4. Return route was flown as briefed and base was reached at 2147.

5. Lead navigator was Maj. J.S. Cheney.

40th "A" High (lead & Low Sq.)

1. Lead plane of 306th Group flying high with 40th Combat Wing (six planes furnished by 92nd Group) took off at 1605 and assembled on Podington buncher.

2. Combat Wing assembled on Podington buncher and departed there at 1714 at 12,000 feet.

3. Route to target was flown as briefed. Bombing was made on magnetic heading of 134° at 1910 at 23500 feet. Wind for bombing was 355°/55 Knots.

4. Return route was flown as briefed and base was reached at 2149.

5. Lead navigator was 1st Lt. R.P. Williams.

16

INTERROGATION FORM

SQUADRON BAW# 368 BAW#### A/C Number 113-G Letter G Date 22/1/44

Bomb Load 12 x 500 #### Incend.

Position in Formation

Time Took off 1617 Time Landed _____

			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	X	X	

Lead

1. HOT NEWS to be phoned in? Yes No

Details:

AK #54 flak hit - bombs
one minute late - dragies
going but staggered.

CREW: Give Rank and Initials

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

1st Lt. R.H. Ehler Pilot

1st Lt. D.G. Jones Co-P

1st Lt. J.W. James Nav.

1st Lt. B.C. Gustafson Bomb

T/Sgt. B.B. Ferns Radio

T/Sgt. P.J. Pratt Top P

S/Sgt. J.C. Abbatiello Ball T

S/Sgt. E.J. Heintz R. Waist

S/Sgt. C.J. Predko L. Waist

S/Sgt. E.J. Heintz Tail G.

2. TARGET ATTACKED:

Primary Time: 1905 with

Alternate Height: Others

Last Report Heading: _____
(circle)

Duration Bomb Run: _____

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

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

Own Bombs: not observed

Other Bombing: _____

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

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with formation

8. WEATHER: (If it affected mission)

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

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

Very accurate - no hits

Crew observations about Flak: "Right and us"

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
By RUB/DAE MRA Date 1/18/91

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 215005
 By RLB/BAC
 Date 1/18/94
 MARA

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~#####~~ A/C Number 323 Letter M Date 22/4/44

Bomb Load 12 x 500 ~~###~~ Incend.

Time Took off 1617 Time Landed _____

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	X	X	X	X
X	X	X	X	X	X	X

Lead

1. HOT NEWS to be phoned in? Yes No
 Details:
*AC 454 crashing off target;
 sent all signs going
 perhaps back.*
 Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- 1st Lt. G.M. Roeder ✓ Pilot
- 1st Lt. F.I. Endres ✓ Co-P
- 2nd Lt. P.A. Tomasella ✓ Nav.
- 1st Lt. M.K. Antoon ✓ Bomb
- S/Sgt. J. Misterman ✓ Radio
- T/Sgt. E.G. Miller ✓ Top P
- S/Sgt. H.M. Haven ✓ Ball T
- S/Sgt. E.J. Robinson ✓ R. Waist
- Sgt. E.E. Ottosen ✓ L. Waist
- S/Sgt. J.T. Laningham ✓ Tail G.

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

with other

3. Number of Bombs dropped on target: All Settled Sgt. Covey Returned Abortive:

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

Own Bombs:

not observed

Other Bombing: Any Nickels: Yes No
 Number boxes dropped
 Number Boxes returned

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with other

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak: *put down accurate*

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,
 BY RLB/JHC
 NARA Date 1/18/91

745005

10. ENEMY FIGHTER OPPOSITION:

Flex damage at 1911 (flex holes) - punched out
 (Estimated total number of E/A seen) (Types)

No. 1 engine - Control feathers - wind milling - finally froze
 (Location and length of fight) Sparking firing -

went out - Wing vibrating - Right rudder
pull forward to maintain control - Full trim
all way
 (Tactics of E/A)

Tried to get in other groups but couldn't manage
it. Came down to 10,500 - only could
 (Color, markings, etc. of E/A)

maintain our speed of 110-115 mph
oil pressure down to 35" on No. 4.

(Our defensive action)
No. 1 engine really fired up
just at leaving coast - but
stalled ship, then stopped - put
it out.

C L A I M S	
DESTROYED	0
PROBABLY	0
DAMAGED	0
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT Beautiful support always and

"4 P-47s tailed us from 10 miles inside coast to outside
coast"

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

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

" See part.

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

none

15.

15. DAMAGE TO A/C: (Briefly)

Flex -

16. TECHNICAL FAILURES:

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

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 By RLB/BAC
 Date 1/8/91
 NARA

20

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 737 Letter U Date 22-4-44
 M-17

Bomb Lead 12 x 500 ~~###~~ Incend.

Time Took off 1605 Time Landed _____

Position in Formation

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

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

High

CREW: Give Rank and Initials

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

- 1st Lt. A. A. Adams ✓ Pilot
- 2nd Lt. N. R. Troup ✓ Co-P
- 1st Lt. O. O. Young, Jr. ✓ Nav.
- 1st Lt. J. T. Hallock ✓ Bomb
- Sgt. R. A. Powers ✓ Radi.
- T/Sgt. L. G. Dillon ✓ Top
- S/Sgt. L. R. Stevenson ✓ Ball T
- S/Sgt. R. F. Powell ✓ R. Waist
- S/Sgt. J. P. Clarke ✓ L. Waist
- S/Sgt. L. R. Goetz ✓ Tail G.

2. TARGET ATTACKED:
 Primary Time:
 Alternate Height:
 Last Report 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: *In work yards.*

Other Bombing: _____
 Any Nickels: Yes No
 Number Boxes dropped _____
 Number Boxes returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Remarks
	Target		moderate	Black		no
	Bomb		heavy	Black		no

Crew observations about Flak: _____

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 By RLB/BAC
 MAA Date 1/8/91

INTERROGATION FORM

SQUADRON ##### 423 A/C Number: 250 Letter G Date 22-4-44
 M-17

Bomb Load 12 x 500 Incend. Position in Formation

Time Took off 1605 Time Landed 2040

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

Lead

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

CREW: Give Rank and Initials

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

1st Lt. J. B. Baldwin Pilot

2nd Lt. J. J. O'Brien Co-P

2nd Lt. A. Perline Nav.

2nd Lt. W. L. Ryan Bomb

S/Sgt. I. L. Johnson Radio

S/Sgt. G. B. Grant Top P

S/Sgt. T. W. Fowler Ball T

S/Sgt. J. McCord R. Waist

S/Sgt. H. G. Spence, Jr. L. Waist

S/Sgt. O. J. Nasby Tail G.

2. TARGET ATTACKED:

Primary Time: 235

Alternate Height: 23500

Last Report Heading:

(circle) Duration Bomb Run:

3. Number of BOMBS dropped on target: 12 x 500
 Wettisoned: Returned: Abortive:

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

Own Bombs: *over target*

Other Bombing:

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) *as briefed*

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

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

No flak in this sq.

Crew observations about Flak:

INTERROGATION FORM

SQUADRON ##### 423 A/C Number 444 Letter Y Date 22-4-44
M-17

Bomb Load 12 x 500 ###. Incend.

Position in Formation

Time Took off 1605 Time Landed 232

		X	X	X	
X	X	X	X	X	High
X	X	X	X	X	
X	X			X	X
X				X	

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

None

CREW: Give Rank and Initials

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

at french coast on way out B-17 to Regt - all sort of blue

1st Lt. J. P. Shutz, Jr. ✓ Pilot

2nd Lt. K. J. Hall ✓ Co-P

1st Lt. J. J. Valenti ✓ Nav.

2nd Lt. J. Horkulic, Jr. ✓ Bomb

S/Sgt. K. E. Sutton ✓ Radio

S/Sgt. H. F. Chase ✓ Top F

Sgt. H. J. Torrano, Jr. ✓ Ball T

Sgt. J. N. Knight ✓ R. Waist

Sgt. J. C. Schemberz L. Waist

Sgt. R. G. Morton ✓ Tail G.

2. TARGET ATTACKED: *of blue*

Primary Time: 1910

Alternate Height: 23,300

Last Report Heading: 128 True
(circle)

Duration Bomb Run:

3 min max.

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

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

Own Bombs: *Good hits*

Other Bombing:

Target covered with smoke

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Route as briefed

8. WEATHER: (If it affected mission)

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

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

None on way out A/W fire below at coast.

Target 23,300 moderate to slight. Predicted Barges

Crew observations about Flak:

Blk burst

Happy Valley full of flak

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 75005
By RLB/BAC Date 1/8/94 NARA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7/5/05
 By RLB/BAC
 NARA Date 1/8/11

23
 10

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 055 Letter M Date 22-4-44
 M-17
 Bomb Load 3 x 500 ~~###~~ Incend.
 Time Took off 1605 Time Landed

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	

High

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

*At coast near I am Kirk
 something burning in water - may
 have been A/C*

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

CREW: Give name and Initials

- 2nd Lt. W. C. Welland ✓ Pilot
- 2nd Lt. J. G. Seymour ✓ Cc-P
- 2nd Lt. F. A. Brockway ✓ Nav.
- 2nd Lt. J. C. Chambers ✓ Bomb
- S/Sgt. M. H. Hodges, Jr. ✓ Radio
- S/Sgt. S. J. LaGory ✓ Twp
- Art J. D. Sobal ✓ Ball T
- Sgt. G. Penidore ✓
- Sgt. V. A. McQuinn ✓ R. Waist
- S/Sgt. J. A. McShafferym L. Waist
- Sgt. A. Berman ✓ Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Report Heading:
 (circle)

Duration Bomb Run:

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

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

Own Bombs: *on target*

Other Bombing:

any Nickels: Yes No
 Number boxes dropped
 Number boxes returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as briefed

8. WEATHER: (If it affected mission)

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
Crew observations about Flak: <i>at target</i>					

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

75005

24
NW

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number ~~6850~~ Letter B Date 22-4-44

Bomb Load 13 x 500 ~~#####~~ Incend. ~~#####~~

Time Took off 1605 Time Landed 2240

Position in Formation

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

High

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. D. Ebert Pilot

2nd Lt. G. C. Berner Co-P

1st Lt. A. P. Baltunas Nav.

1st Lt. J. Tobias Bomb

Sgt. C. W. Hamby Radio

T/Sgt. K. N. Feltner Top P

S/Sgt. J. O. Early Ball T

S/Sgt. I. E. Walker, Jr. R. Waist

S/Sgt. J. D. Stotts L. Waist

S/Sgt. M. J. Knapp Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Report Heading:
(circle)

Duration Bomb Run:

With others

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

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

Own Bombs:

Bomb in front was to North -

Other Bombing:

Top was clear -

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with spikes

8. WEATHER: (If it affected mission)

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

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

Light and inaccurate

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 245005
By RLB/BHC
MARA Date 1/18/91

10. ENEMY FIGHTER OPPOSITION:

(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	7
PROBABLY	0
DAMAGED	0

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

11. FIGHTER SUPPORT

*Not shot -
P47s. P38s at Coast*

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

Good smoke screen over whole Ruhr

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, FL.CE and TLE.)

15. DAMAGE TO A/C: (Briefly)

None

16. TECHNICAL FAILURES:

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

Tail Gunner in 052 Shooting at P47s over Ruhr valley

S-2 OFFICER

Kc rank

TLE COMPLETED

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 75005
BY RLB/BAC
MARA Date 1/8/41

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INTERROGATION FORM

SQUADRON ~~368~~ 368 A/C Number: 327 Letter U Date 22/4/44

Bomb Load M-17-12x500 Incend.

Position in Formation

Time Took off 1605 Time Landed _____

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

High

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

CREW: Give Rank and Initials

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

1st Lt. R.D. Tripp Pilot

1st Lt. R.C. McDaniels Co-P

1st Lt. F.E. Tingler Nav.

1st Lt. D.W. Baltzer Bomb

T/Sgt. E.C. Smartt Radio

T/Sgt. R.E. Phillips Top P

S/Sgt. E. Goldbarst Ball T

Sgt. W.A. Davis R. Waist

S/Sgt. O. Woodall L. Waist

S/Sgt. C.L. Hum Tail G.

2. TARGET ATTACKED:

Primary Time: 1840-1910

Alternate Height: 23000

Last Report Heading: 135 Mag
(circle)

Duration Bomb Run: 60 seconds

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

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

Own Bombs: over target - S of tracks

Other Bombing:

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

5. Any PHOTOGRAPHS taken: Yes? No? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as briefed

8. WEATHER: (If it affected mission)

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

As above

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 75005
 By RLB/BAC
 Date 1/8/91
 NARA

96 *no con trails seen*
Enemy territory except few over Belg
 INTERROGATION FORM

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 768 Letter V Date 22/4/44
 Bomb Load 12 x 500 ~~###~~ Incend.

Time Took off 1605 Time Landed 2222

Position in Formation

10
 1. HOT NEWS to be phoned in? Yes No
 Details:
B-17 headed back into
France on way home
at least
 Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

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

High

CREW: Give Rank and Initials

- 2nd Lt. A.J. Switzer Pilot
- 2nd Lt. C.C. McKinney Co-P
- 2nd Lt. W.J. Trotter Nav.
- 2nd Lt. G.M. Krenn Bomb
- T/Sgt. R.H. Reens Radio
- T/Sgt. D.A. Hwerth Top E
- S/Sgt. P.E. Morgan Ball T
- Sgt. J.T. Justice R. Waist
- Sgt. C.R. Clark L. Waist
- S/Sgt. J.J. Richmond Tail G.

2. TARGET ATTACKED:

Primary Time: 1910
 Alternate Height: 23200
 Last Resort Heading: 130
 (circle)
 Duration Bomb Run:

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

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

Own Bombs: *not too good*
 Other Bombing:

Any Nickels: Yes No
 Number Boxes dropped
 Number Boxes returned

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) clear

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

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

Target - meager striking mail
Arnsberg - meager
 Crew observations about Flak:

check on low level

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 21005
 By RLB/BAC
 Date 1/8/91
 NARA

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 6726 Letter Q Date 22/4/44

Bomb Load M-17-10x500#### Incend.

Position in Formation

Time Took off 1606 Time Landed _____

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

High

1. HOT NEWS to be phoned in? Yes No
 Details: *1923 hrs. - flying low just after target - turned back deeper into Germany*
 Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- 1st Lt. E.H. Peters ✓ Pilot
- 2nd Lt. W.J. Pitblado ✓ Co-P
- 2nd Lt. R. Gustafson ✓ Nav.
- 2nd Lt. H.R. Legowski ✓ Bomb
- T/Sgt. W.A. Lindsey ✓ Radio
- T/Sgt. K.E. Hoffman ✓ Top P
- S/Sgt. C. Dikmack ✓ Ball T
- S/Sgt. C.W. Raymond R. Waist
- S/Sgt. E.F. McClinchy ✓ L. Waist
- S/Sgt. J.D. Tricoglov ✓ Tail G.

2. TARGET ATTACKED:

Primary Time: _____
 Alternate Height: *on leader*
 Last Report Heading: _____
 (circle)
 Duration Bomb Run: _____

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

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

Own Bombs: _____

Other Bombing: *some in yds other in town*

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C
<i>This strip alone is taken from the original</i>					
Crew observations about Flak: _____					

10. ENEMY FIGHTER OPPOSITION:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005
 BY RLB/BAC NARA Date 1/18/11

5

(Estimated total number of E/A seen)	(Types)
(Location and length of fight)	
(Tactics of E/A)	
(Color, markings, etc. of E/A)	
(Our defensive action)	

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

good fighters escorted from Köln to French border as long as their gas lasted - picked up again at French coast.

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

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

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

15. DAMAGE TO A/C: (Briefly)

flak - #3 engine out - flak couldn't feather

16. TECHNICAL FAILURES:

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

30

INTERROGATION FORM

SQUADRON ~~347~~ 368 ~~#####~~ A/C Number 118 Letter K Date 22/4/44
M-17

Bomb Load 12 x 500 ~~###~~. Incend.

Time Took off 1605 Time Landed _____

Position in Formation

		X			
X	X	X	X	X	<i>High</i>
X	X	X	X	X	
X	X		X	X	
				X	

2. HOT NEWS to be phoned in? Yes No

Details:

*dropped behind target, left plane for fighter
I 4/4, circled him*

CREW: Give rank and Initials

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

*Created left formation after target,
was still coming when last seen*

1st Lt. P.H. Paulson Pilot

2nd Lt. C.A. Johnson Gc-P

2nd Lt. R.C. Lewis Nav.

1st Lt. L.P. Blatnica Bomb

T/Sgt. J.J. Farriello Radio

T/Sgt. T.P. Powell Top W

S/Sgt. R.E. Litherland Ball T

S/Sgt. F.A. Weitzel R. Waist

S/Sgt. J.W. Carroll L. Waist

S/Sgt. J. Arden Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Report 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: *Good*

Other Bombing: *Big fire in warehouse
yard. Good.*

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) *Perfect visibility - Cloudless.*

9. FLAK: Encountered on way out, at target, and on way home. *75 rounds*

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

Crew observations about Flak: *About 80 bursts at least on way home.*

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 71-005
By RLB/BAC
NARA Date: 1/8/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 7-5005
 By RLB/JAC
 NARA Date 1/18/11

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 418 Letter J Date 22-4-44
 M-17

Bomb Load 12 x 500 ~~###~~ Incend.

Position in Formation

Time Took off 1605 Time Landed _____

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

	X	X	X	X	X	
	X	X	X	X	X	<i>High</i>
	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)

- Major J. S. Chalfant ✓ Pilot
- 1st Lt. J. W. Frazer, Jr. ✓ Cc-P
- 1st Lt. R. P. Williams ✓ Nav.
- 1st Lt. R. G. K. Beach ✓ Bomb
- T/Sgt. J. E. Hunt ✓ Radio
- T/Sgt. F. J. Giancaspro ✓ Top M
- S/Sgt. K. G. Norris ✓ Ball T
- S/Sgt. F. M. Vrabel ✓ R. Waist
- Sgt. H. Cappelli ✓ L. Waist
- 1st Lt. N. D. Munn ✓ Tail G.

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Report Heading:
 (circle)

Duration Bomb Run:

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

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

Own Bombs: *Right in middle*

Other Bombing: *South of target*

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

5. Any PHOTOGRAPHS taken: Yes No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak: _____

*Bombing
 in
 Bomb
 Run
 Pilot*

INTERROGATION FORM

28

SQUADRON 367 ##### A/C Number 099 Letter S Date 22/4/44

Bomb Load M17 12x500 #### Incend.

Position in Formation

Time Took off 1605 Time Landed _____

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

High

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

CREW: Give rank and Initials

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

1st Lt. R.B. Malsom Pilot

2nd Lt. A.E. Conway Cc-P

1st Lt. G.L. Feltz Nav.

1st Lt. E.L. Bratrud Bomb

T/Sgt. M. Goldberg Radio

T/Sgt. C.E. Weller Top P

S/Sgt. E.L. Sexton Ball T

S/Sgt. J.J. Robbins R. Waist

S/Sgt. H. Shore L. Waist

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

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Report 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:

Any Nickels: Yes No
Number boxes dropped
Number boxes returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Target - Two rockets - saw them before on other mission.

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, By RLB/BAC Date 1/8/11 NARA

Spare.

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 469 Letter K Date 22/4/44

Bomb Load M17 12x500#### Incend,

Position in Formation

Time Took off 1605 Time Landed _____

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

Spare

1. HOT NEWS to be phoned in? Yes No

Details:

Immed. 1817 hrs. 5223 x 0305

Own bomb good. But high sq of high

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:

(Give position, time, altitude, etc.)

gpc and details gpc. not so good. All
polio class.

- 1st Lt. F.E. Raster Pilot
- 2nd Lt. V.M. Dindman Co-P
- 2nd Lt. G.W. Clements Nav.
- 2nd Lt. R.G. Danknich Bomb
- T/Sgt. H.A. Sheridan Radio
- T/Sgt. W.P. Powers T.p. &
- S/Sgt. W.W. Hurroughs Ball T
- S/Sgt. R.A. Simonson R. Waist
- S/Sgt. R.L. Duquette L. Waist
- S/Sgt. R.J. Starzynski Tail G.

Did not see A/C in trouble.

2. TARGET ATTACKED Law 24

Primary Time: Law 500 ft. at least at low alt.

Alternate Height:

Last Report 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:

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

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

Weather ok at channel. But looked like high clouds over Holland.

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	Remarks

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3. BY RIB/BAC DATE 1/8/94

Spare

INTERROGATION FORM

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 558 Letter M Date 22/4/44

Bomb Load 12 x 500 ~~###~~ Incend.

Position in Formation

Time Took off 1617 Time Landed 1911

			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:

Number 1215 hrs. alt. 5235 x 0303

Spare

CREW: Give Rank and Initials

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

Did not see A/C in distress.

1st Lt. P.C. Jorgenson Pilot

2nd Lt. L.E. Johns Co-P

1st Lt. F.M. Sovis Nav,

2nd Lt. R.E. Fraley Bomb

T/Sgt. G.J. King Radio

T/Sgt. V.V. Michaletz Top P

S/Sgt. B.W. Bennett Ball T

S/Sgt. E.N. Irwin R. Waist

S/Sgt. W.N. Yeager L. Waist

S/Sgt. R.A. Yerak Tail G.

2. TARGET ATTACHED:

Primary Time:

Alternate Height:

Last Report 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) 2 x 500

Own Bombs:

Other Bombing:

Any Nickels: Yes No
Number Boxes dropped
Number Boxes returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

Crew observations about Flak:

CLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 11-205
By RLB/BAC
Date 1/8/41
MARA

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Record Group 18

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FO. 331 GH 503

22-4-44

Box 625