HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (D-A-6)
Office of the Intelligence Officer
United States Forces

APO 557
24 July, 1944

SUBJECT: Intelligence Narrative
Mission: St. Lo Area, "B" Force

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

1. Narrative
40th "B" force of four groups, each with 12 a/c followed briefed course leaving English coast at Selsey Bill at 1216 hours, 14,000 feet; French coast 4921N-0109W; target between 1249 and 1251 hours; coast at 4903N-0132W, swinging west of Channel Islands; Portland Bill 1350; Base 1440.

2. Fighter Opposition and Fighter Support
No E/A seen. Area support by P-38s throughout; a few P-51s on way in.

3. A.A. Gun Fire
None Observed.

4. Bombing
Baker 1, of 40th "B", did not bomb and brought bombs back. Force arrived over target just as clouds broke, too late to bomb. Proceeded to target of opportunity but bomb racks malfunctioned.
Baker B-2. Pictures show bombs away at 406660, Photo Map E22. Lead bombardier states bombs hit western edge of La Chapelle village. Could not hit briefed MPI due to interference of group on left.
Baker B-3. No pictures available. Lead bombardier shifted MPI to crossroad at La Chapelle and states bombs hit as aimed.
Baker B-4 had a very short run. Pictures show bombs away over Marigny.

5. Weather
9 to 10/10 until just over target area, when considerable clear gap appeared, enabling all but first group to identify target in time to bomb. Clouds diminished after target, on way back.

6. Hot News
A/C 454-B, pilot Breslin reported a B-17 on deck at 1346 at 5020N-0237W by gee fix. Observing A/C sent distress message to A/S Rescue at 1346 hours. A/C 936-P, pilot Fossum, reported an oil slick and 2 chutes at the same place at 1355 hours. A Walrus and a Spitfire were circling the spot and the Walrus was seen firing a flare. A/C 598-G, pilot Horn, reported 3 chutes at 5018N-0236W by gee fix at 1355 hours. Two A/C were circling the chutes.
This news phoned to Division at 1605 hours.

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

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (D-A-4)
Office of the Intelligence Officer
United States Forces

APO 557,
24th July, 1944

SUBJECT: Intelligence Narrative
Mission: St. Lo Area, 40th "C" Force.

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

1. Narrative
6 a/c of the 306th B.S. formed lead group of 40th "C"-4-CBW, assembled as briefed and left English coast at Selsey Bill at 1216 hours; French coast at 1245 hours; target 1251 1/2; French coast out at 4853N-0135W at 1258 hours; English coast 5036N-0210W at 1352 hours; Base 1500.

2. Fighter Opposition and Fighter Support
No enemy aircraft encountered. Area support by P-38s throughout; a few P-51s on way in.

3. A.A. Gun Fire
None encountered.

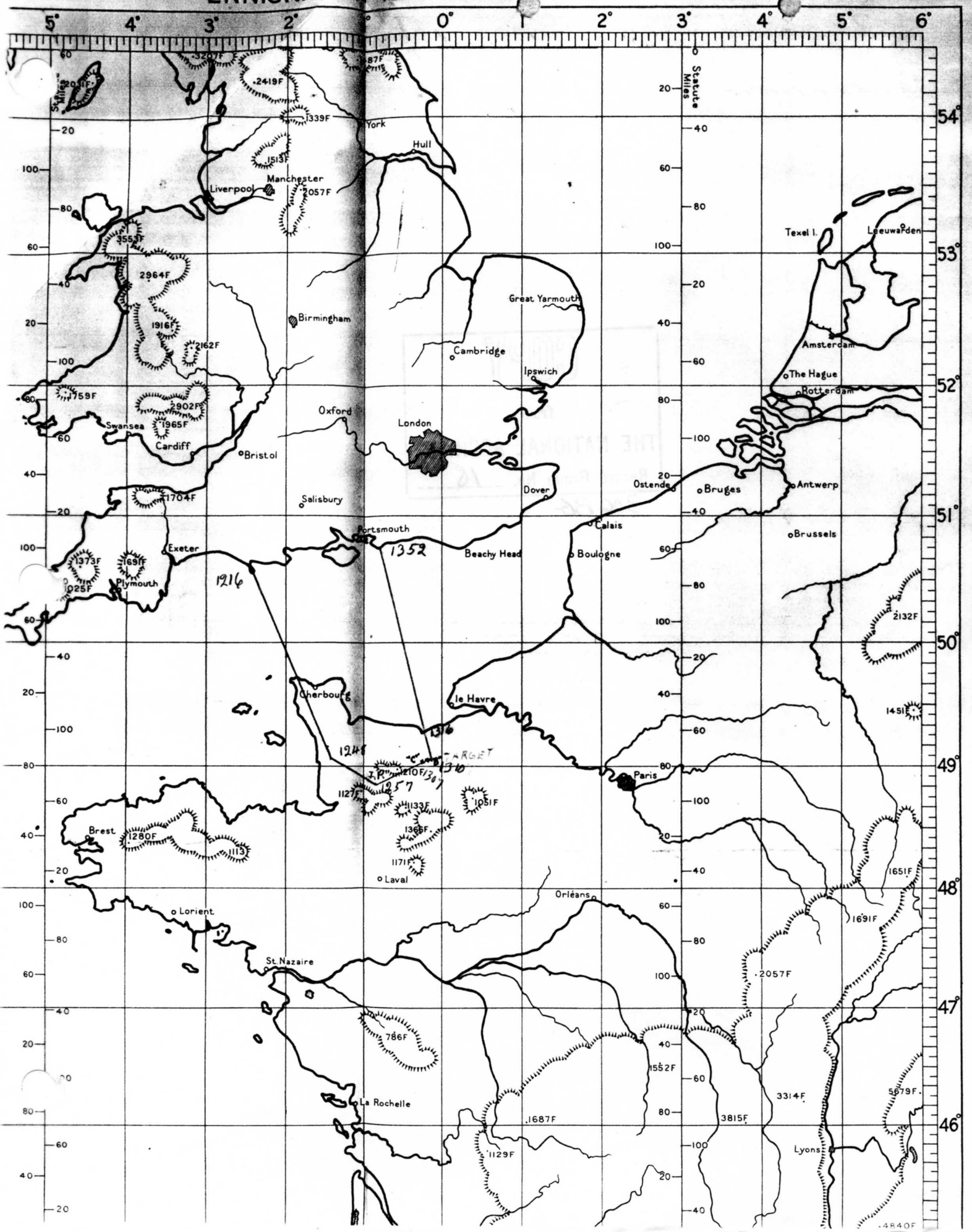
4. Bombing
Pictures show bombs away 405670 on Photo Map K22. Group on right prevented proper swing for briefed MPI, lead bombardier chose aiming point approximately half mile to the east.

5. Weather
9 to 10/10 until just over target area, when considerable clear gap appeared. Thereafter cloud cover diminished.

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

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3. NND 745005
BY RLB/DCM NARA, DATE 4/30/90

ENNISKILLEN TO AVIGNON



To Capt. DUNCAN
1640 hrs
By Capt Baldwin.

TACTICAL OPERATIONAL REPORT

II. Final Report

(To be telephoned to Division as soon as possible. Must be within three (3) hours after A/C have landed) Copy by courier to Wing.

1. Target St. Lô Area

2. Unit 306± 40± "B" 1, 2, 3 and 4 CBW; 40± "C" 4 CBW

(a) Dispatched 54

(b) Attacking: Primary 54
Other 0

	B1: 1047½	B2: 1051	B3: 1050	B4: 1048	C4: 1049
(c) Time					
(d) Altitude	✓ 12,000	✓ 12,000	✓ 12,500	✓ 12,500	✓ 12,500
(e) Heading	208°	203°	190°	210°	210°

3. Bombs on Targets (by Targets)

(a) Number 54 A/c dropped 204 X 100 M30 + 5 SMOKE ON PRIMARY
(b) Size
(c) Type
(d) Fusings NO NOSE. INST. TAIL

4. A/C Lost 0
(a) E/A
(b) A/A
(c) Non-enemy (crashed on take-off, etc.)
(d) Other

5. Claims 0

6. Sorties 54

7. Number A/C Returning Early (Reasons, Briefly)

None

No spares

8. Other Information, if important

Crews felt it would have been better for all groups to have cleared target area before turning right as groups that had already bombed were crossing paths of others on bomb run. ~~Combat~~ 40th "B"

9. Additional (if any) information on Bombing results.

Leader received word ceiling was 14000 feet so bombed at 12000 x

B-1- ~~Bombs identified MPI~~ Lead Bombardier identified MPI and is positive of direct hit. No pictures. Pictures from C-4 group bombing 1½" later verifies claim. Marigny

B-2 - Pictures show strikes 1½ miles east of Marigny ~~Found MPI obscured by smoke which made positive identification impossible~~

B-3 - Synchronized on MPI for 2 minutes but had to hold bombs when groups from left split below. Pictures show strikes between St. Gilles and Canisy.

B-4 - Synchronized on MPI for 2 minutes but had to hold bombs when groups from left split below. Pictures show hits 1 mile North of Marigny.

(over)

10

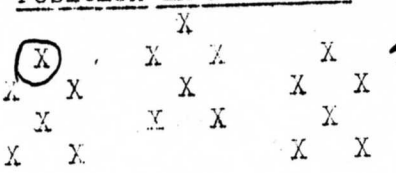
INTERROGATION FORM

SQUADRON ######## 423 A/C Number 444 Letter Y Date 24-7-44

Bomb Load 38 x 100 H.E. ######.

Time Took Off 1022 Time Landed _____

Position in Formation



40B-1

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. G. R. Broz	Pilot
2nd Lt. W. H. Macy	Co-P
2nd Lt. M. E. Clark	Nav.
T/Sgt. W. (NMI) Harper	Bomb
S/Sgt. H. (NMI) Cappelli	R'd
S/Sgt. F. J. Clayson	Top
Sgt. T. L. Black	Ball
Sgt. P. Suntocky	R/W
T/Sgt. K. J. Giancaspro	L/W
Sgt. J. R. Cole	Tail

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort (circle) Heading:

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: Brought Back

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

60X615

1

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 397 Letter O Date 24-7-44

Bomb Load 38 x 100 H.E. ~~#####~~

Time Took Off 1022 Time Landed 1503

Position in Formation

X X X X 40 B-1
X X X X X
X X X X
X X X X

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

No

CREW: Give Rank and Initials

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

Capt. E. W. Kesling	Pilot
2nd Lt. W. C. McKee	Co-P
1st Lt. V. L. Gudger, Jr.	Nav.
1st Lt. N. G. Niersbach	Bomb
T/Sgt. J. P. Zamora	Radio
T/Sgt. C. E. Schwoch	Top T
Sgt. J. H. Neely	Ball
S/Sgt. J. P. Clarke	R/W
Lt. L. M. Slote	L/W
S/Sgt. W. C. Lacy	Tail

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: On time, on course & could not make visual sighting because of clouds. Left too late to bomb. Hole in clouds & Bombed Pilot's target.

Any NICKELS: ___Yes ___No
Number bombs dropped ____
Number Bombs returned ____

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height	Type (light	Color	Location	Accuracy

2

INTELLIGENCE

SQUADRON XXXXXXXXXXXX 423 A/C Number 967 Letter B Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed

Position in Formation

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

40-B-1

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

CREW: Give Rank and Initials

1st Lt. R. Nickelhoff	Pilot
1st Lt. B.B. Peterson	Co-P
1st Lt. H.O. Johnson	Nav.
1st Lt. I.Brill	Bomb
T/Sgt. A.J. Falco	Radio
T/Sgt. R.A. Piplar	Top
S/Sgt. R.M. Sabean	Ball
S/Sgt. A.E. Kootz	R/W
Sgt. J.E. Hunt	L/W
S/Sgt. J.C. Steinwachs	Tail

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

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: Brought Back

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

3

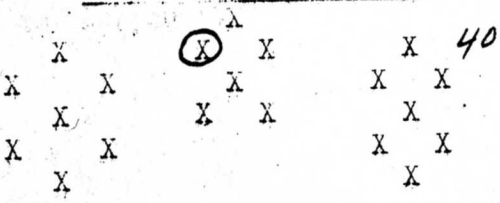
INTERROGATION FORM

SQUADRON ~~########~~ 423 A/C Number 418 Letter J Date 28-7-44

Bomb Load 38 x 100 H.E. ~~######~~.

Time Took off 1022 Time Landed _____

Position in Formation



40-B-1

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. E. A. Schoenbacher Pilot
2nd Lt. M. E. Traver Co-P
2nd Lt. C. C. Olenik Nav.
2nd Lt. D. K. McKnight Bomb
S/Sgt. N. A. Lynch Radio
S/Sgt. R. W. Moore Top T
Sgt. S. C. Puglise Ball T
Sgt. W. G. Martin R. Waist
S/Sgt. H. G. Spence, Jr. L. Waist
Cpl. G. F. Bushell 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: Brought Back

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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

4

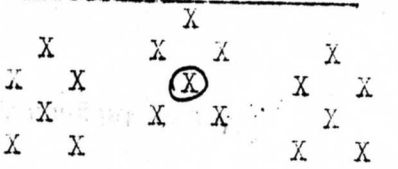
INTERROGATION FORM

SQUADRON ########## 423 A/C Number 549 Lett D Date 24-7-44

Bomb Load 38 x 100 H.E. ######.

Time Took Off 1022 Time Landed ———

Position in Formation



40 B-1

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

no

CREW: Give Rank and Initials

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

no

1st Lt. D. (NMI) Plecher	Pilot
1st Lt. M. D. Lavers	Co-P
2nd Lt. D. O. Howe	Nav.
1st Lt. M. D. Samples	Bomb
S/Sgt. H. L. Scammon	Radi
S/Sgt. I. L. Johnson	Top T
Sgt. H. H. Henson	Ball
Sgt. R. F. Melville	R/W
———	L/W
S/Sgt. R. H. Gibson	Tail

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: Why no bombing — thinks it was [illegible] Keeping A/C at were not allowed to [illegible]

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE & 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	Color of Bursts	Location Bursts in re-	Accuracy

5

INTERROGATION FORM

SQUADRON ~~[redacted]~~ 423 A/C Number 505 Letter V Date 24-7-44

Bomb Load 38 x 100 H.E. ~~[redacted]~~.

Time Took off 1022 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

40-B-1

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. J. Quintis Pilot
2nd Lt. W. A. McDonald Co-P
2nd Lt. H. H. Baker Nav.
S/Sgt. J. V. Schember Bomb
T/Sgt. C. B. Gadd Radio
T/Sgt. M. H. Shipp Top T
S/Sgt. J. W. Lewis Ball T
S/Sgt. C. D. Romine R. Waist
S/Sgt. R. J. Wilhelm L. Waist
S/Sgt. R. J. Kennedy 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: Brought Back

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	Type (light, heavy), intense,	Color of	Location Bursts in re-	Accuracy

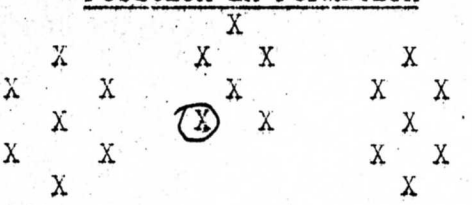
INTERROGATION FORM

SQUADRON ############ 423 A/C Number 180 Letter K Date 24-7-44

Bomb Load 38 x 100 H.E. ######

Time Took off 1022 Time Landed _____

Position in Formation



40 B-

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

CREW: Give Name and Initials

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

1st Lt. G. D. Arrison	Pilot
1st Lt. H. W. Hidl	Co-P
2nd Lt. G. W. Siler	Nav.
2nd Lt. A. J. Vero	Bomb
S/Sgt. N. W. Schnurman	Radio
S/Sgt. J. P. Maupin	Top T
Sgt. C. O. Cooke, Jr.	Ball T
S/Sgt. J. A. McShaffery	R. Waist
_____	L. Waist
S/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: Jettisoned: Returned: Abortive:

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

Own Bombs: Brought Back

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	Type (light,	Color	Location	Accuracy

INTERROGATION FORM

SQUADRON [redacted] 423 A/C Number 963 Letter P Date 24-7-44

Bomb Load 38 x 100 H.E. [redacted]

Time Took Off 1022 Time Landed _____

Position in Formation

X
X X X (X) 40 B-1
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. H. R Fossum	Pilot
2nd Lt. J. M. Lockard	Co-P
1st Lt. C. E. Jordon	Nav.
1st Lt. J. Horkulic	Bomb
T/Sgt. K. E. Sutton	Radio
T/Sgt. H. F. Chase	Top T
S/Sgt. H. J. Torraon, Jr.	Ball
S/Sgt. D. D. Leo	R/W
_____	L/W
S/Sgt. S. M. Garza	Tail

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: Ret all bombs

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs returned _____

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

Time	Place	Height of	Type (light heavy)	Color	Location	Accuracy

INTERROGATION FORM

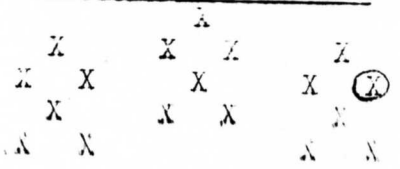
8

SQUADRON [redacted] 423 A/C Number 598 Letter Q Date 24-7-44

Bomb Load 38 x 100 H.E. [redacted]

Time Took Off 1022 Time Landed

Position in Formation



40B-1

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

Saw 3 chutes seen by A/C 484(B)

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

CREW: Give Rank and Initials

2nd Lt. R. N. Horn Pilot

2nd Lt. W. W. Wood Co-P

1st Lt. J. W. Gallagher Nav.

1st Lt. R. L. Alker Bomb

T/Sgt. H. M. Smith ✓ Radio

T/Sgt. O. L. Walley ✓ Top

S/Sgt. W. H. Nelson ✓ Ball

S/Sgt. F. B. Coulter ✓ R/W

L/W

S/Sgt. R. B. Crooks ✓ Tail

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: Brought Back

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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 Bursts in relation to A/C	Accuracy

9

INTERROGATION FORM

SQUADRON ~~[redacted]~~ 423 A/C Number 042 Letter P Date 24-7-44

Bomb Load 38 x 100 H.E. ~~[redacted]~~

Time Took Off 1022 Time Landed 1537

Position in Formation

X
X X X X
X X X (X) X 40 B-1
X X X X
X X

1. HOSTILES to be planed in? Yes No
Details:

CREW: Give Rank and Initials

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

F/O R. L. Mox	Pilot
F/O W. Borges	Co-P
F/O S. Goncher	Nav
2nd Lt. M. A. McCartney	Bom
S/Sgt. B. A. Wilson	Radi
S/Sgt. J. E. Watson	Top
Pfc. D. K. Sweeney	Ball
S/Sgt. E. (NMI) Marquez	R/W
	L/W
Sgt. L. E. Smith	Tail

2. TARGET ATTACKED:

Primary Time:

Alternate Height:

Last Resort Heading:
(circle)

Duration Bomb Run:

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

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

Own Bombs: Brought Back

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE & RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

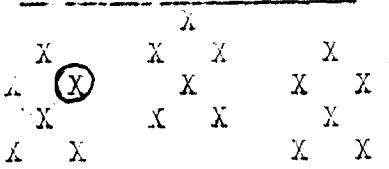
INTERROGATION Form

Squadron [redacted] 423 A/C Number 196 Letter O Date 24-7-44

Bomb Load 38 x 100 H.E. [redacted]

Time Took Off 1022 Time Landed

Position in Formation



40 B-1

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. H. J. Alyea, Jr.	Pilot
2nd Lt. J. A. Murhpy	Co-P
2nd Lt. M. I. Radnofsky	Nav.
2nd Lt. C. E. Mueller	Bomb
S/Sgt. D. W. Coleman	Radio
Cpl. G. H. Terry	Top
Sgt. R. P. Capps	Ball
Sgt. V. E. O'Brien	R/W
S/Sgt. N. (NMI) Minnite	L/W
Cpl. H. S. Key, Jr.	Tail

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:

Brought Back

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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	Accuracy

12

INTERROGATION FORM

SQUADRON XXXXXXXXXXXXXX 423 A/C Number 503 Letter W Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1528

Position in Formation

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

40 B-1

1. HOT NEWS to be phoned in? Yes No
Details:
1352 hrs 5034 x 0058 W. Saw two Chutes after black puff of smoke
two B17's were circling, sending out position M.F. Surface boats not far away

CREW: Give Rank and Initials

1st Lt. H.L. Miller	Pilot
1st Lt. R.M. Fomby	Co-P
1st Lt. E.J. Carey	Nav.
1st Lt. S.W. Marshall	Bomb.
Pvt. A.M. Brown	Radio
T/Sgt. R.J. Custer, Jr.	Top
S/Sgt. J.R. Slye	Ball
S/Sgt. P.W. Green	R/W
S/Sgt. G.B. Grant	L/W
S/Sgt. D.L. Maughan	Tail

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: Brought Back

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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 Bursts in relation to A/C	Accuracy
1240	4911 x 0110 W					
1241	4837 x 0133 W		at Coast Heavy	Black	Meager	ok on altitude
1243	4914 x 0111 W		Heavy	Black	Moderate	Tracking "

Crew observations about Flak:

Just before I.P. saw 4 chutes and 1 dinghy. Several rumors of Fighters but none seen. Called the 4th. Recalled that to investigate previous target. (Wilhelmshaven)

13

INTERROGATION FORM.

SQUADRON ~~367 368~~ 369 ~~427~~ A/C Number 143 Letter P Date 24-7-44

Bomb Load 38 x 100 H.E. ~~Incend.~~ Position in Formation

Time Took Off 1022 Time Landed 1442

40 B-2

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

no -

CREW: Give Rank and Initials

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

no -

1st Lt. E. R. Saunders	Pilot
1st Lt. B. F. Smith	Co-P
1st Lt. J. J. O'Hara	Nav.
1st Lt. V. Palumbo	Bomb
T/Sgt. W. C. Reid	Radi
T/Sgt. L. S. Sytsma	Top
S/Sgt. J. A. MC Call	Ball
S/Sgt. J. W. McClanahan	R/W
S/Sgt. F. A. Hesser	L/W
S/Sgt. W. R. Pinney	Tail

2. TARGET ATTACKED:
   Primary Time: ~~1248~~ 1248 Est.
   Alternate Height: 15,000 ~~16,000~~ because too many A/C at 16000, per wx. sta.
   Last Resort Heading: 196 mag.
   (circle)
   Duration Bomb Run: 20-30 seconds

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

4. Observed RESULTS OF BOMBING: (For this plane or others)
   Own Bombs: Could not bomb our assigned M/P I because a group to our left & preceded our going to the right of my P/I. Walked along the right edge of Rochefelle village.
   Other Bombing:
   Any Nickels: Yes No
   Number bombs dropped
   Number Bombs returned

Could see big white (not red) smoke pot.

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) 9-10/10 before target & on target just in target area, picked up N.S. road west of Chapelle & started run by that. Clouds after target.

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
			No flak at target.			
			2 barrages taken, when we crossed coast.			

Crew observations about Flak:

14

INTERROGATION FORM

SQUADRON ~~367th BG~~ 369 ~~42nd~~ A/C Number 693 Letter L Date 24-7-44

Bomb Load 38 x 100 H.E. ~~Incend.~~ Position in Formation

Time Took Off 1022 Time Landed 1457

X
X X (X) X 40 B-2
X X X X X
X X X
X X X X

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

CRE.: Give Rank and Initials

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

1st Lt. C. F. Baxter	Pilot
1st Lt. J. M. Robinson	Co-P
1st Lt. D. J. Insardi	Nav.
1st Lt. F. E. Sweeney	Bomb
T/Sgt. R. N. Mitchell	Radi
T/Sgt. G. P. Woodard	Top
T/Sgt. J. L. Brien	Ball
S/Sgt. P. Cousoulis	R/W
S/Sgt. W. M. Yager	L/W
S/Sgt. W. A. Erickson	Tail
Sgt. J. J. Zipperer	

2. TARGET ATTACKED:

Primary Time: 1249
Alternate Height: 15000
Last Resort (circle) Heading: 191
Duration Bomb Run: 280

3. Number of BOMBS dropped on target: 38x100 Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: ___ Yes No
Number bombs dropped ___
Number Bombs 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) hole over target

9. FLAK: Encountered on way out, at target and on way home. 6/10 over continent

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

Rec'd at bombs away 440 6A01130

15

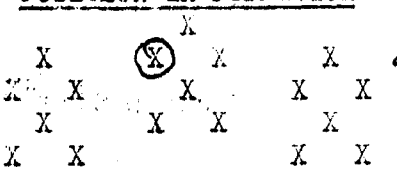
INTERROGATION FORM

SQUADRON ~~367 368~~ 369 ~~423~~ A/C Number 365 Letter Z Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed 1451

Position in Formation



40B-2

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

CREW: Give Rank and Initials

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

1st Lt. Banas, C.J.	Pilot
2nd Lt. Giglio, W.F.	Co-P
2nd Lt. Trelford, A.J.	Nav.
1st Lt. Stoker, O.Z.	Bomb.
T/Sgt. Davis, L.S.	Radi
T/Sgt. Myers, J.H.	Top
S/Sgt. Lowe, G., Jr.	Ball
S/Sgt. Stahl, G.C.	R/W
S/Sgt. Weaver, G.E.	L/W
S/Sgt. Morris, W.H.	Tail

2. TARGET ATTACKED:

Primary Time: 1245½

Alternate Height: 15000

Last Resort (circle) Heading: 202

Duration Bomb Run: 265

3. Number of BOMBS dropped on target: 38x100 Jettisoned: Returned: Abortive:

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

Own Bombs: On Target

Other Bombing:

Any Nickels: ___ Yes 2 No
Number bombs dropped ___
Number Bombs 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,	Color of	Location Bursts in re-	Accuracy

No Con. Trail at Tgt.

16

INTERROGATION FORM.

SQUADRON 367~~368~~ 369 423~~X~~ A/C Number 297 Letter N Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed

Position in Formation

X
X X X X
X X (X) X X 408-2
X X X X
X X X X

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

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

CREW: Give Rank and Initials

1st Lt. Vogel, R.F.	Pilot
1st Lt. Weber, W.G.	Co-P
1st Lt. Roberts, T.O.	Nav.
2nd Lt. Walden, J.B.	Bomb
T/Sgt. White, M.S.	Radio
T/Sgt. Cecere, A.M.	Top
S/Sgt. Miller, A.O.	Ball
S/Sgt. Portnoy, H.H.	R/W
S/Sgt. Wrightsman, G.W.	L/W
S/Sgt. Lawlor, J.J.	Tail

2. TARGET ATTACKED:

Primary Time: 1248½

Alternate Height: 15080

Last Resort (circle) Heading: 192.

Duration Bomb Run:

3. Number of BOMBS dropped on target: 38 x 100. Jettisoned: Returned: Abortive:

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

Own Bombs: just south of red smoke burst.

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped ____
Number Bombs 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) 10/10s right to enemy coast. Then visual

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

Time	Place	Height of	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

INTERROGATION FORM.

SQUADRON ~~###~~ 369 ~~###~~ A/C Number 896 Letter X Date 24-7-44

Bomb Load 38 x 100 H.E. ~~Incend.~~ Position in Formation

Time Took Off 1022 Time Landed 1448

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

40 B-2

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

CREW: Give Rank and Initials

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

F/O R. D. Stewart	Pilot
F/O R. A. Franzino	Co-P
2nd Lt. W. N. Ransdell	Nav.
2nd Lt. J. F. Kenny	Bomb
S/Sgt. R. L. Lynch	Radi
S/Sgt. E. Fontenot	Top
Sgt. R. F. Schubert	Ball
Sgt. R. L. Chancellor	R/W
Sgt. E. H. Rosener	L/W
Sgt. A. C. Villigran	Tail

2. TARGET ATTACKED:

Primary Time: 1249

Alternate Height: 14,900.

Last Resort Heading: 192°M.
(circle)

Duration Bomb Run: 275°M.

Vrind

Chaff at 1244-1255.

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

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

Own Bombs: On cross roads East of Montreuil.

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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 b.

8. WEATHER: (If if affected mission) 10/10 – 5/10 th - Hole over target

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

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

INTERROGATION FORM

SQUADRON ~~367 368~~ 369 ~~428~~ A/C Number 558 Letter W Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed 1447

Position in Formation

X
X X X X
X X X X X
X (X) X X 40B-2
X X X X

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

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

CREW: Give Rank and Initials

1st Lt. Schaefer, W.B.	Pilo
2nd Lt. Brown, R.H.	Co-P
2nd Lt. Locke, L.T.	Nav.
1st Lt. Esper, D.A.	Bomb
T/Sgt. Bates, G.R.	Radi
T/Sgt. Cutugno, M.M.	Top
S/Sgt. Cuozzo, V.J.	Ball
S/Sgt. Cannon, J.E.	R/W
S/Sgt. Lloyd, E.	L/W
S/Sgt. Wagoner, W.E.	Tail

2. TARGET ATTACKED:

Primary Time: 1249

Alternate Height: 15000

Last Resort- Heading: 185° mag
(circle)

Duration Bomb Run:

30 sec.

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

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

Own Bombs: Dropped on Lead a/c - Couldn't identify target.

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? No? Plus - enemy coast out - 49°02' N 02°25' E.

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.

10/10 - England - 8/10 - at Base - Overcast Base. No contrails. 8/0 - over Continent - Clear out - to 5 miles Eng Coast - then 10/10 to Base.

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

V. Lo (P) 5000 - 3 miles - Direct ahead - Hv. Heavy - Observed -

19

INTERROGATION FORM

SQUADRON 3[illegible] 3[illegible] 4[illegible] A/C Number 669 Letter G Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed

Position in Formation

X
X X X (X) 40B-2
X X X X X
X X X
X X X X

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

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

CREW: Give Rank and Initials

F/O. Kata, A.P.	Pilot
1st Lt. Newson, Y.B.	Co-P
1st Lt. Bloker, R.E.	Nav.
Sgt. Mundell, P.	Bom
T/Sgt. Endrusick, S.A.	Radi
T/Sgt. Brown, J.	Top
S/Sgt. Latta, C.G.	Ball
S/Sgt. Kepler, H.F.	R/W
S/Sgt. Thomas, C.M.	L/W
S/Sgt. Lowry, B.F.	Tail

2. TARGET ATTACKED:

Primary Time: 12 48½

Alternate Height: 15-200

Last Resort (circle) Heading: 195° mag

Duration Bomb Run:

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

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

Own Bombs: Saw one Red marker — Bombs hit right up road — Sound side of marker —

Any Nickels: ___Yes ___No
Number bombs dropped
Number Bombs returned

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

with formation

8. WEATHER: (If it affected mission) at target hole — otherwise 10/10ths

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
			slight			

Some flak — about — just before Initial point — on way in

Not on us at (all)

Crew observations about Flak:

"Clear from things check - probably helpful."

20

INTERROGATION FORM

SQUADRON 367~~368~~ 36 423~~X~~ A/C Number 975 Letter F Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

X
X X X X
X X X X ⊗ 40B-2
X X X
X X X X

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

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

CRE.: Give Rank and Initials

2nd Lt. Edeler, J.H.	Pilot
2nd Lt. Chambers, G.S.	Co-P
2nd Lt. Schoonover, E.L.	Nav.
2nd Lt. Maxwell, A.L.	Bom
T/Sgt. Evans, A/F/	Rad.
T/Sgt. Williams, R.F.	Top
S/Sgt. Bruce, W.D.	Ball
S/Sgt. Ingram, G.C.	R/W
Sgt. Ferrara, M.J.	L/W
S/Sgt. Hoffer, C.A.	Tail

2. TARGET ATTACKED:

Primary Time: 1249

Alternate Height: 15 300

Last Resort (circle) Heading: 196°mag

Duration Bomb Run:

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

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

Own Bombs: South of road

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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) Clear at target - 10/10ths en route - breaking up at Orest

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

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
Very slight ahead of us and west of target - stopped when we got there						

Crew observations about Flak: Everybody thinning out

21

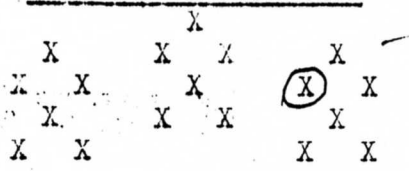
INTERROGATION FORM.

SQUADRON ~~367XX868~~ 3[illegible] 428 A/C Number 198 Letter D Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



40B-2

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

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

CRE.: Give Rank and Initials

2nd Lt. Lingwall, A.H.	Pilot
2nd Lt. Shoop, E.F.	Co-P
2nd Lt. Schwet, J.G.	Nav.
2nd Lt. Soifer, S.	Bomb
S/Sgt. Bell, G.A. ✓	Radio ✓
S/Sgt. Haunberg, B.H. ✓	Top
S Sgt. Schuller, L.M. ✓	Ball
Sgt. Holm, H.E. ✓	R/W
Sgt. Davis, R. ✓	L/W
Sgt. Irwin, E.J. ✓	Tail

2. TARGET ATTACKED:

   Primary Time: 1248½

   Alternate Height: 15,100

   Last Resort (circle) Heading: 200 mag

   Duration Bomb Run:

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

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

   Own Bombs: 6 ½ mi. W from bombs

   Other Bombing: Same as target (1 mi. north)

   Any Nickels: ____Yes ____No
   Number bombs dropped _____
   Number Bombs 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) 10/10 Enroute — 7/10 Clouds 7/10 target.

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

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

22

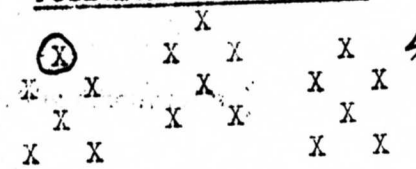
INTERROGATION FORM

SQUADRON 367XX368 3[illegible] 423XX A/C Number 181n Lette[illegible] B Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



40 B-2

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

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

CRE.: Give Rank and Initials

1st Lt. Buttorff, R.D.	Pilo
1st Lt. Bryant, G.E.	Co-
1st Lt. Middleton, W.W.	Nav
T/Sgt. Reichle, H.E.	Bom
T/Sgt. Clay, P.E.	Rad
T/Sgt. Spry, R.C.	Top
S/Sgt. Mason, G.	Ball
S/Sgt. Smith, L.R.	R/W
S/Sgt. Tolmachoff, A.W.	L/W
S/Sgt. Smith, A.L.	Tail

2. TARGET ATTACKED:

Primary Time: 1248½

Alternate Height: 191

Last Resort Heading: 149W
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: 38 X 1W Jettisoned: Returned: Abortive:

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

Own Bombs: Impact OK

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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.)

Briefed.

8. WEATHER: (If it affected mission) 10/10s 9 tenths Cloud on target.

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

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

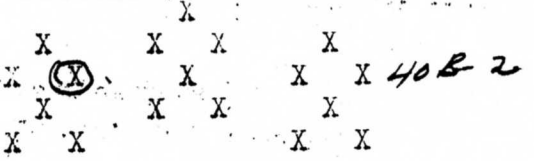
23

INTERROGATION FORM

SQUADRON 368XX8[illegible] 3[illegible] X28 A/C Number 301 Lett[illegible] U Date 24/7/44

Bomb Load 38/100 H.E. Incend: Position in Formation

Time Took Off 1022 Time Landed 1445



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

CRE.: Give Rank and Initials

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

1st Lt. Murphy, J.L.	Pilo
2nd Lt. Glym, A.F.	Co-I
1st Lt. Meyer, H.J.	Nav.
1st Lt. Krenn, G.M.	Bomb
T/Sgt. Rees, E.H.	Radi
T/Sgt. Lavoick, M.E.	Top
S/Sgt. Dodson, G.B.	Ball
S/Sgt. Jenkins, J.H.	R/W
S Sgt. Bohrer, D.F.	L/W
S/Sgt. Cousins, W.A.	Tail

2. TARGET ATTACKED:

Primary Time: 12x8½

Alternate Height: 14,900'

Last Resort Heading: 190° mag

(circle)

Duration Bomb Run: several minutes

Visual

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

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

Own Bombs: Hit in bomb basin at Crossroad

Other Bombing: Others to right

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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.)

Good

8. WEATHER: (If it affected mission) Clear haze at target

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

Time	Place	Height	Type (light	Color	Inaccurate

24

INTERROGATION FORM

SQUADRON ~~367th~~ 368 ~~BG~~ A/C Number 619 Letter S Date 24-7-44

Bomb Load 38 x 100 H.E. ~~Incend.~~

Time Took Off 1022 Time Landed

Position in Formation

X
X X X X
X X X X X 40B-2
X X X X
X X X X

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

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

CRE.: Give Rank and Initials

1st Lt. C. A. Morrison	Pilot
1st Lt. B. S. Silverman	Co-P
2nd Lt. J. A. Wright	Nav.
2nd Lt. E. W. Keepman	Bom.
Sgt. B. A. Helms	Radio
T/Sgt. C. E. Nagel	Top
S/Sgt. H. W. Hoskins	Ball
S/Sgt. M. A. Fowler	R/W
S/Sgt. T. H. Davis	L/W
S/Sgt. F. S. Sisignano	Tail

2. TARGET ATTACKED:

   Primary Time: 1249

   Alternate Height: 14,900

   Last Resort (circle) Heading: 190

   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: Post crossroads & 1st rwy Salvo ½ min after others

   Other Bombing:

   Any Nickels: ___Yes ___No
   Number bombs dropped
   Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? No? K 24

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) 10/10 to target — clear spot 700 thick, base — tops 3300 se.

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

About 5 guns — Vicinity ST Lo.

Crew observations about Flak:

Whole packages of Chaff from gp ahead

10. ENEMY FIGHTER OPPOSITION: None

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

(Location and Length of fight)

(Tactics of E/A)

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

CLAIMS

DESTROYED

PROBABLY

DAMAGED

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, and 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)

16. TECHNICAL FAILURES:

17. CREW COMMENTS: (Any unusual incidents? Any suggestions?) Not Combat - do not

Radio operator wound missing - abandon ops

bomb 12 5 Kms.

S-2 OFFICER Moore TIME COMPLETED

23

INTERROGATION FORM

SQUADRON ~~XXXXX~~ 368 ~~XXXXXXX~~ A/C Number 368 Letter O Date 24/7/44

Bomb Load ~~38~~ 37 x 100 H.E. Incend. 1 - Sand Kit

Time Took Off 1022 Time Landed ___

Position in Formation

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

40 B - I

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

Have receipt - means to abandon ops

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

CREW: Give Rank and Initials

1st Lt. G.A. Boswell	Pilot
~~2nd~~ 1st Lt. J.J. Allen	Co-P
1st Lt. A.B. Hammond	Nav.
1st Lt. R.S. Hodgson	Bomb
T/Sgt. D.F. Ruschmyer	Radio
T/Sgt. D. Sharp ~~X~~	Top T
S/Sgt. R.R. Copp, Jr.	Ball
S/Sgt. O.L. Cook	R/W
M/Sgt. R.C. Covey	L/W
S/Sgt. E.W. Teska	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15000'

Last Resort (circle) Heading: 210° mag.

Duration Bomb Run:

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

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

Own Bombs: Hit area road marsh 3 to Clatter Briefed MPI,

Other Bombing:

Any Nickels: Yes ___ No ___
Number bombs dropped ___
Number Bombs 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) 10/10 to 6/10 Cu Nim over target, Clear over coast.

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

Observed 1 T. Area

INTERROGATION FORM

26

SQUADRON XXXXX368 XXXXXXXX A/C Number 690 Letter W Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

X
X X (X) X 40-B-3
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. W.M. Nash	Pilot
2nd Lt. J.W. Shepherd	Co-P
2nd Lt. R.M. Stevenson	Nav.
2nd Lt. P.H. Anderson	Bomb
T/Sgt. E.G. Scottoline	Radi
T/Sgt. I.W. Kelly	Top
Sgt. A.J. Roe	Ball
S/Sgt. G.C. Goode, Jr.	R/W
S/Sgt. B.L. Jeffries	L/W
S/Sgt. P. Heller	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15000

Last Resort Heading: 200°
(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: Didn't see smoke - did see road

Any Nickels: ___Yes___No
Number bombs dropped _____
Number Bombs returned _____

Other Bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

With Group

8. WEATHER: (If it affected mission)

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

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

Dk Smoke - Green - Heavy accurate - just flew it up.

INTERROGATION FORM

SQUADRON ~~XXXXX~~ 368 ~~XX XXXXXX~~ A/C Number 633 Letter Z Date 24/7/44

Bomb Load 38 x 100 H.E. Incend. Position in Formation

Time Took Off 1022 Time Landed 1610

X X X X X 40 B-3
X X X X X
X X X
X X X X

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

no

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

CREW: Give Rank and Initials

2nd Lt. R.L. Dodge	Pilot
2nd Lt. R.E. Laden	Co-P
2nd Lt. B.D. Wagoner	Nav.
2nd Lt. S.J. Hatton	Bomb
S/Sgt. R.D. Mills	R/G
S/Sgt. D.G. Smith	Top
Sgt. C.B. Culp	Tail
S/Sgt. L.T. Anderson	R/W
T/Sgt. J.R. Borchers	L/W
S/Sgt. L.B. Smitherman	Tail

2. TARGET ATTACKED:

Primary Time: 1251½.

Alternate Height: 14,850.

Last Resort Heading: 206°M.
(circle)
Duration Bomb Run: 276°M.

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

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

Own Bombs: along road - left 7 MPI.

Other Bombing: chaff at 1238.

Any Nickels: Yes No
Number Bombs dropped
Number Bombs 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 ordered.

8. WEATHER: (If it affected mission)

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

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

28

INTERROGATION

SQUADRON 368 A/C Number 796 Letter D Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1515

Position in Formation

X
X X X X
X X X X 40 B-3
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. L.P. Deck	Pilot
2nd Lt. W.D. Markle	Co-P
1st Lt. C.R. Brown	Nav.
2nd Lt. O.C. Swan	Bomb
T/Sgt. S. Shweky	Radio
T/Sgt. E.J. O'Brien	Top T
Sgt. L.H. Teelon	Ball
S/Sgt. G.R. Kerley	R/W
S/Sgt. S.M. Salupsky	L/W
S/Sgt. N. Pietrowski	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15000'

Last Resort (circle) Heading: 205° mag.

Duration Bomb Run:

9 min - 30 mi

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

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

Own Bombs: Released - 49°07' - 0°10 W

Other Bombing: See B-2.10 - C-38.75 - Series 3 maps

Any Nickels: Yes No
Number Bombs dropped
Number Bombs returned

Exact moment of bomb release - on briefed M.P.I.

5. Any PHOTOGRAPHS taken: Yes? No?

Flak was heavy all Sqs. in front dropped - quit widely when their bombs hit.

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)

8-9/10 to Aarbarg Pass 3/10 to T. area Out - Clear to Hazy.

9. FLAK: Encountered on way out, at target and on way home. Over coast - Clear but hazy across Channel - 3 000 at Coast & then 1500'

Time	Place	Height of	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

INTERROGATION FORM

29

SQUADRON ~~367~~ 368 ~~369~~ ~~370~~ A/C Number 575 Letter X Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1510

Position in Formation

X
X X X X
X X X X X
X X (X) X 40 B-3
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)

F/O J.T. McStay	Pilot
F/O M.J. Bruton	Co-P
2nd Lt. A.J. Carlino	Nav.
2nd Lt. B.R. Schwartz	Bomb
S/Sgt. A.W. Chominski	Radi
Sgt. E.L. Findley	Top
Sgt. K.J. Thompson	Ball
S/Sgt. E.E. Hall	R/W
S/Sgt. R.L. Wiklund	L/W
Sgt. J.J. Fredericks	Tail

2. TARGET ATTACKED:

(Primary) Time: 1251

Alternate Height: 15000

Last Resort (circle) Heading: 204

Duration Bomb Run: 275

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

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

Own Bombs: Target Area.

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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	Type (light	Color	Location	Accuracy

30

INTERROGATION FORM

SQUADRON XXXXX 368 XXX XXXXX A/C Number 155 Letter J Date 24/7/44

Bomb Load 38 x 100 H.E. Incend. Position in Formation

Time Took Off 1022 Time Landed 1509

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

40B-3

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

no

CREW: Give Rank and Initials

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

1st Lt. H.A. Dryar, Jr.	Pilot
2nd Lt. J.C. Marlovitz	Co-P
2nd Lt. R.N. Houser	Nav.
2nd Lt. L.E. Richard	Bomb
T/Sgt. G.M. Kelly	Radi
S/Sgt. J.C. Mitchell	Top
Sgt. L.A. Brown	Ball
S/Sgt. C.L. Hopkins	R/W
Sgt. J.W. Inman	L/W
S/Sgt. D.V. Cookman	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 14,900.

Last Resort (circle) Heading: 204 M

Duration Bomb Run: 280 M.

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

chaff at 1245

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.)

abn.

8. WEATHER: (If it affected mission)

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

Time	Place	Height of	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

31

INTERROGATION FORM

SQUADRON XXXXXX368 XXXX XXXX A/C Number 454 Letter B Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

X
X X X X (A) 40 B-3
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.H. Breslin	Pilot
1st Lt. M.E. Christianson	Co-P
1st Lt. E.A. Skrainer	Nav.
Sgt. S.D. Bennett	Bomb
Sgt. R.B. Morrow	Radio
T/Sgt. G.E. Wright	Top
S/Sgt. C.S. Hesson	Ball
S/Sgt. M.F. Yeats	R/W
S/Sgt. L.A. Hudgins	L/W
S/Sgt. P.A. Morabith	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15,000

Last Resort Heading: 205
(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 bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE: RESULTS:

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

With Group

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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

32

INTERROGATION FORM

SQUADRON ~~XXXXX~~ 368 ~~XXX XXXX~~ A/C Number 619- L. Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1515

Position in Formation

X
X X X X
X X X X (X) 40-B-3
X X X X
X X X X

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

no

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

CREW: Give Rank and Initials

2nd Lt. R.R. Denny	Pilot
2nd Lt. B.D. Martin	Co-P
2nd Lt. Hon T. Chee	Nav.
Sgt. H.A. Polderman	Bom
S/Sgt. C.N. Foster	Radi
S/Sgt. J.C. Moody	Top
Sgt. D.F. Riley	Ball
Sgt. R.E. Mansfield	R/W
S/Sgt. W.W. Semler	L/W
Sgt. R.W. Marble	Tail

2. TARGET ATTACKED:

Primary Time: 1252.

Alternate Height: 15000.

Last Resort (circle) Heading: ~~197~~ 186° M.

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: S.W. of MPI.

Other Bombing:

Any Nickels: Yes (No)
Number bombs dropped
Number Bombs returned

Chaff at 1245.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

as ordered.

8. WEATHER: (If it affected mission)

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

Time	Place	Height of	Type (light heavy)	Color intense;	Location of Bursts in re-	Accuracy

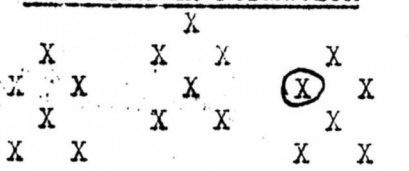
INTERROGATION FORM

SQUADRON ~~XXXX~~ 368 ~~XXXXXX~~ A/C Number 148 Letter K Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1530

Position in Formation



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

CREW: Give Rank and Initials

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

1st Lt. F.T. McDevett, Jr.	Pilot
2nd Lt. S.M. Owens	Co-P
1st Lt. H. Wilson	Nav.
1st Lt. J.G. Marshall	Bomb
T/Sgt. J.A. Purello	Rad
T/Sgt. C.J. Hardesty	Top
S/Sgt. E.J. Drost	Ball
S/Sgt. D.O. Stewart	R/W
Sgt. ~~Kipperer~~ A.J. MANDELARO	L/W
S/Sgt. H.F. Champlin	Tail

2. TARGET ATTACKED:

D.R. 49°06½N 12°W.

Primary Time: 1251.

Alternate Height: 15,300.

Last Resort (circle) Heading: 203°M.

Duration Bomb Run: 281°M.

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 bombs dropped
Number Bombs 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	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

34

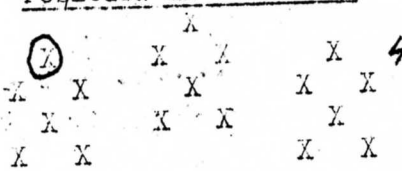
INTERROGATION FORM

SQUADRON XXXXXX 368 XXX XXX A/C Number 323 Letter M Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



40 B-3

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

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

CREW: Give Rank and Initials

1st Lt. C.T. Niblack	Pilot ✓
2nd Lt. D.E. Bumgardner	Co-P ✓
2nd Lt. R.L. Lewandowksi	Nav. ✓
2nd Lt. R.O. Borgert	Bomb. ✓
S/Sgt. D.W. Urdahl	Radio —
S/Sgt. M.M. Brock	Top T —
Sgt. E.J. Lockard	Ball ✓
Sgt. R.J. Estermyer	R/W —
T/Sgt. J.F. Dunten	L/W — ?
Sgt. W.M. Bowers	Tail —

2. TARGET ATTACKED:

   Primary Time: 1253

   Alternate Height: 14,700 20K

   Last Resort (circle) Heading:

   Duration Bomb Run:

   10° turn rt —

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

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

   Own Bombs: Saw Smoke bombs on lead. dropped on rt. side & short

   Other Bombing:

   Any Nickels: ____Yes ____No
   Number bombs dropped _____
   Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No? Camera out no Pictures

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) 10/10 all way Lake at target Haze in target area & back

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

Time	Place	Height of	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

35

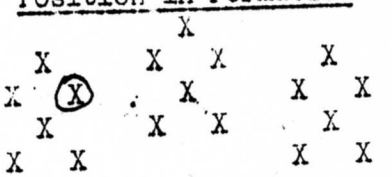
INTERROGATION FORM

SQUADRON XX36XX 368 XXXXXXX A/C Number 836 Letter P Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



46B-3

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.H. Shawe — Pilo
2nd Lt. J.F. Machosky — Co-P
2nd Lt. R.R. Swartz — Nav.
2nd Lt. W.N. Roberts, Jr. — Bomb
S/Sgt. L.R. Geisman — Radi
S/Sgt. E.R. Lanich — Top
Sgt. G.S. Dykeman — Ball
S/Sgt. W.A. Davis — R/W ?
S/Sgt. S.M. Powell — L/W ?
S/Sgt. A.J. Dolovacky — Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15,000

Last Resort (circle) Heading: 190 true

Duration Bomb Run:

3. Number of BOMBS dropped on target: 38 x 100. Jettisoned: Returned: Abortive:

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

Own Bombs: Num rood + A.A.

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

36

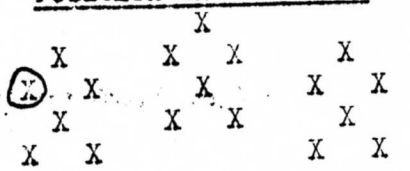
INTERROGATION FORM

SQUADRON ~~XXXX~~368 ~~XXXXXX~~ A/C Number 512- Let. A Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1809

Position in Formation



40 B-3

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

✓

CRE.: Give Rank and Initials

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

1348 hrs 028 x 022 W. Looked like fighter going down trailing black smoke.

2nd Lt. W.H. Sumner	Pilot
2nd Lt. R.J. Scolnik	Co-P
2nd Lt. A.E. O'Konski	Nav.
2nd Lt. P. Snead	Bom.
Sgt. S.J. Gomez ✓	Rad.
S/Sgt. D.G. Smith ✓	Top
Sgt. R.M. Horste ✓	Ball
Sgt. P. Brunetti ✓	R/W
S/Sgt. K.C. Madsen ✓	L/W
Sgt. G.L. Barber ✓	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15,000

Last Resort (circle) Heading: 200 mag

Duration Bomb Run: on leader

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

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

Own Bombs: Good pattern on briefed target

Other Bombing: Covered with bursts.

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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.)

Good.

8. WEATHER: (If it affected mission) 4/10 cloud.

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

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

37

INTERROGATION FORM

SQUADRON 367 ~~368 369 423~~ A/C Number 547 Letter F Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

(X)

X X X X X X X X X X

40 B-4

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

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

CREW: Give Rank and Initials

1st Lt. McDonough, T.G.	Pilot
1st Lt. Metzger, R.H.	Co-P
2nd LT. MULL, S.G.	
1st Lt. Eilar, N.W.	Nav.
1st Lt. Northway, M.J.	Bomb
T/Sgt. Piechowski, T.P.	Radi
T/Sgt. Fulmer, E.L.	Top
S/Sgt. Landrum, W.S.	Ball
S/Sgt. Robbins, J.J.	R/W
S/Sgt. Schmitt, W.G.	L/W
S/Sgt. Vaughn, W.R.	Tail

2. TARGET ATTACKED:

Primary Time: 1247

Alternate Height: 16,000

Last Resort (circle) Heading: 200°

Duration Bomb Run:

to 270°

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

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

Own Bombs: Saw Smoke markers - bombs are well across line

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs returned _____

Other Bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission) broke open in target area

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

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

38

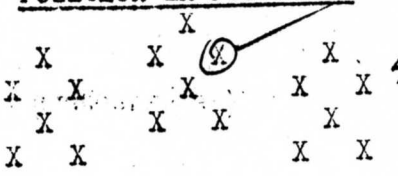
INTERROGATION FORM

SQUADRON 367 ~~368 369 423~~ A/C Number 099 Letter S Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



40 B-4

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

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

CRE.: Give Rank and Initials

1st Lt. Tell, C.M.	Pilot
2nd Lt. McAllister, J.K.	Co-P
1st Lt. Jang, H. (NMI)	Nav.
1st Lt. Phillips, C.H.	Bomb
T/Sgt. Humiston, B.E.	Radi
T/Sgt. Winsett, D.W.	Top
S/Sgt. Simon, J.C.	Ball
Pvt. Eskew, J.F.	R/W
_____	L/W
S/Sgt. Tucker, W.E.	Tail
T/Sgt. Howell, G.	SP

2. TARGET ATTACKED:

   Primary Time: 1247

   Alternate Height: 14,350

   Last Resort Heading: 199
   (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: Prob ½ mi S.

   Other Bombing:

   Any Nickels: ____ Yes ____ No
   Number bombs dropped _____
   Number Bombs 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) 10/10 top 9000/10000 hole target

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

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

Chaff

INTERROGATION FORM

39

SQUADRON 367 ~~[illegible]~~ A/C Number 129 Lett[illegible] L Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

X
X (X) X X 40 B-4
X X X X X
X X X
X X X X

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

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

CRE.: Give Rank and Initials

1st Lt. Plumb, M.C. Pilo
2nd Lt. Barchard, C.N. Co-P
2nd Lt. ~~Costlow, T.J.~~ BURTON, R.L. Nav.
S/Sgt. Costlow, T.J. Bomb
T/Sgt. Piper, C.F. Radi
S/Sgt. Damon, A.G. Top
S/Sgt. Moser, E.H. Ball
S/Sgt. Argo, R.S. R/W
S/Sgt. Wood, C.M. L/W
S/Sgt. Karpinski, E. Tail

2. TARGET ATTACKED:

Primary Time: 1247
Alternate Height: 16000 ft.
Last Resort Heading: 195 mag
(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 bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No? Nag

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) Clear at target - but cloud
Sighted over area just after bombs away, could not see

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

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

INTERROGATION FORM 40

SQUADRON 367 ~~368 392 423~~ A/C Number 278 Lett. K Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 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

40 B-4

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

CRE.: Give Rank and Initials

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

2nd Lt. Wegner, C.C.	Pilot
F/O. Griffin, W.P.	Co-P
2nd Lt. Marsh, D.C.	Nav.
2nd Lt. Jones, R. T.	Bomb
T/Sgt. Schmidt, J. M.	Radi
T/Sgt. Donnoughe, T. P.	Top
S/Sgt. Aigher, W. K.	Ball
S/Sgt. Raymond, C. W.	R/W
S/Sgt. Russell, R. W.	L/W
S/Sgt. Sprague, R. E.	Tail

2. TARGET ATTACKED:

Primary Time: 1247 1/4

Alternate Height: 16,300

Last Resort (circle) Heading: 197°

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: Didn't see strikes, but think they saw road they were supposed to cross

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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 Group

8. WEATHER: (If it affected mission) 10/10 except over target - slight haze over target

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

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

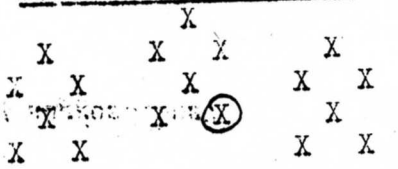
INTERROGATION FORM. 41

SQUADRON 367 XXXXX XXXX A/C Number 063 Lett A Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation



40-B-4

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

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

CREW: Give Rank and Initials

2nd Lt. I. B. Pedersen	Pilot
2nd Lt. R. E. Townsend	Co-P
2nd Lt. F. W. Shipman	Nav.
2nd Lt. E. L. Todd	Bomb
S/Sgt. E. W. Duncan	Radi
Sgt. C. R. Belforte	Top
Sgt. J. N. Daniels	Ball
S/Sgt. E.F. McGlinchy	R/W
	L/W
S/Sgt. W. W. Winans	Tail

2. TARGET ATTACKED:

Primary Time: 1247

Alternate Height: 16 W.

Last Resort Heading: 190
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: all 38. Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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	Color of Bursts	Location Bursts in relation to A/C	Accuracy
		n/a				

INTERROGATION FORM

42

SQUADRON 367 [illegible] A/C Number 053 Let[illegible] U Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 Time Landed _____

Position in Formation

X
X X X X
X X X X X
X (X) X X 40-B-4
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. P. Heraty	Pilo
2nd Lt. C. E. Cushing	Co-P
2nd Lt. W. J. McKenna	Nav.
2nd Lt. A. Stefano	Bomb
T/Sgt. R. P. Ashwood	Radi
T/Sgt. R. Hollister	Top
S/Sgt. Schreeongost	Ball
S/Sgt. R. O. Elkins	R/W
S/Sgt. O. D. Starnes	L/W
Sgt. F. Zbasnik	Tail

2. TARGET ATTACKED:

Primary Time: 1247

Alternate Height: 16,000

Last Resort (circle) Heading: 195°

Duration Bomb Run:

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

4. Observed RESULTS OF BOMBING: (For this plane or others) 16 on Target

Own Bombs: Dropped xx in Channel

Release malfunction

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs returned _____

1302 - 28°, 4902N, 0213W DR - Ball Turret says all in water - no boats around.

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 Group

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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

43

INTERROGATION FORM.

SQUADRON 367 368 369 423 A/C Number 133 Lett. J Date 24 July 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 Time Landed

Position in Formation

X X X (X) 40 B-4
X X X X X
X X X X X

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

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

CREW: Give Rank and Initials

2nd Lt. M. M. Adam	Pilot
2nd Lt. H. L. Prescott	Co-P
2nd Lt. R. A. Strong	Nav.
1st Lt. J. F. Quigley	Bom.
T/Sgt. P. M. Ferrari	Radi
T/Sgt. R. W. Conger	Top T
Sgt. C. M. Cresswell	Ball
S/Sgt. J. S. Pluta	R/W
	L/W
S/Sgt. J. W. Corcoran	Tail

2. TARGET ATTACKED:

Primary Time: 1247½

Alternate Height: 16300

Last Resort (circle) Heading: 195 M.

Duration Bomb Run:

3. Number of BOMBS dropped on target: 38 x 100. Jettisoned: Returned: Abortive:

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

Own Bombs: Hit near RJ just the East end of road.

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs 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) Broken ~~cloud~~ layers, ~~some~~ ~~to~~ 5-6/10s of target. Little haze.

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 4-5 miles ahead of us. Most when ~~at~~ target.

Crew observations about Flak:

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)

CLAIMS

DESTROYED _____

PROBABLY _____

DAMAGED _____

(Fill out immediately separate CLAIM FORM for each claim.

11. FIGHTER SUPPORT A few Amidentified fighters.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, and 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)

16. TECHNICAL FAILURES:

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

S-2 OFFICER _____ TIME COMPLETED _____

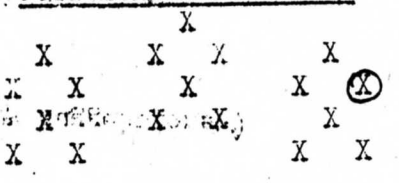
44

INTERROGATION FORM

SQUADRON 367 [illegible] A/C Number 611 Lett G Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend. Position in Formation

Time Took Off 10:22 Time Landed 1502



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

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

CREW: Give Rank and Initials

1st Lt. W. H. McNeil	Pilot
1st Lt. S. G. Wiesner	Co-P
2nd Lt. R. J. McCourt	Nav.
2nd Lt. C. J. Stanton	Bom
T/Sgt. H. C. Wilkins	Rad
T/Sgt. R. L. Maxwell	Top
S/Sgt. C. Wildstein	Ball
S/Sgt. R. B. Palomaki	R/W
S/Sgt. J. T. Hamilton	L/W
S/Sgt. A. Longo	Tail

2. TARGET ATTACKED:

   Primary Time: 1246½

   Alternate Height: 16300

   ~~Last Resort~~ Heading: 295
   (circle)

   Duration Bomb Run: 272

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

   well

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

   Own Bombs: target area.

   Other Bombing:

   Any Nickels: Yes No
   Number bombs dropped
   Number Bombs 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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

45.

INTERROGATION FORM

SQUADRON 367 ~~368 369 423~~ A/C Number 726 Letter O Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 Time Landed _____

Position in Formation

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

40 B-4

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

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

CRE.: Give Rank and Initials

1st Lt. F. Wagenfohr	Pilot
2nd Lt. B. W. Roper	Co-P
2nd Lt. G. E. Procter	Nav.
2nd Lt. C. W. Tuohey	Bomb
T/Sgt. N. C. Minter	Rad.
T/Sgt. W. J. Bauer	Top
S/Sgt. E. B. Szubelski	Ball
Sgt. J. F. Moriarty	R/W
_____	L/W
S/Sgt. W. W. Webb	Tail

2. TARGET ATTACKED:

Primary Time: 1247

Alternate Height: 16,640

Last Resort (circle) Heading: 199

Duration Bomb Run:

3. Number of BOMBS dropped on target: 12X100 Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others) Salvo Rest 1304 hrs. 49N 0221W

Own Bombs: T.G. saw red flares dropped beyond

Other Bombing?

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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.)

1/10 to Coast —

8. WEATHER: (If it affected mission) Target 5-6/10 slight haze to —

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

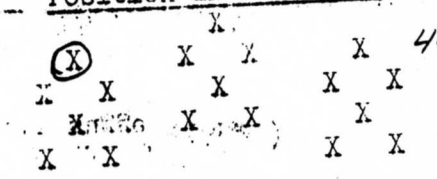
Time	Place	Height of A/C	Type (light heavy), intense, moderate or	Color of Bursts	Location Bursts in relation to A/C	Accuracy

INTERROGATION FORM. 46

SQUADRON 367 ~~BGEXXS XXXXX~~ A/C Number 969 Lett X Date 24 July 1944

Bomb Load 38 x 100 H.E. Incend. ____ Position in Formation

Time Took Off 10:22 Time Landed 1457



40 B-4

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. G. [illegible] Mapes	Pilo
1st Lt. W. R. Allen	Co-I
1st Lt. V. B. Bodenheimer	Nav.
1st Lt. W. F. Mutz	Bomb
T/Sgt. W. [illegible]. Justice	Radi
T/Sgt. W. F. Canedy	Top
S/Sgt. L. DiGuillo	Ball
S/Sgt. C. W. Cain	R/W
	L/W
S/Sgt. V. A. Hamilton	Tail

2. TARGET ATTACKED: 12+7 hrs

Primary [illegible] Time: 1

Alternate Height: 16,100

Last Resort (circle) Heading: 196 mag

Duration Bomb Run: several minutes

Visual

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

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

Own Bombs: ✓

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped ____
Number Bombs 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.)

Good

8. WEATHER: (If it affected mission) Clear over target

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

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

INTERROGATION FORM

47

SQUADRON 367 [illegible] A/C Number 840 Lett Y Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 Time Landed 1457

Position in Formation

X
X X X X
X (X) X X X 40-B-4
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. P. F. Bailey	Pilot
2nd Lt. M. M. Babel	Co-P
F/O. H. S. Row	Nav.
2nd Lt. R. J. Vickers	Bom.
T/Sgt. T. F. Chandler	Radi
Sgt. L. H. Holienberg	Top
Sgt. H. J. Boland	Ball
S/Sgt. T. Martin	R/W
_____	L/W
Sgt. G. L. Hargis	Tail

2. TARGET ATTACKED:

Primary Time: 1247

Alternate Height: 15900'

Last Resort (circle) Heading: 200° mag

Duration Bomb Run:

IP —

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

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

Own Bombs: Believe hit at rocking intervalometer

Any Nickels: Yes No

Number bombs dropped

Number Bombs returned

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

2/3 10/10 at T.

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

Time	Place	Height of	Type (light heavy), intense,	Color of	Location Bursts in re-	Accuracy

INTERROGATION FORM

SQUADRON 367 ~~368 369 423~~ A/C Number 578 Letter D 48 Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 Time Landed 1455

Position in Formation

X
X X X X
(X) X X X X 40-B-4
X X X
X X X X

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

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

CRE.: Give Rank and Initials

1st Lt. H. W. Barret	Pilot
2nd Lt. E. R. Barr	Co-P
F/O. M. A. Myerson	Nav.
2nd Lt. R. W. Wiehrdt	Bomb
T/Sgt. H. A. Chavez	Radi
T/Sgt. D. Bouchelle	Top
S/Sgt. C. L. Lantz	Ball
S/Sgt. H. H. Rodgers	R/W
S/Sgt. E. H. Winslow	L/W
S/Sgt. P. R. Wood	Tail

2. TARGET ATTACKED:

Primary Time: 1247 1
Alternate Height: 16,000
Last Resort (circle) Heading: 200 mag
Duration Bomb Run: Dropped on leader

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

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

Own Bombs: No Cloud Cover about 8000'

Other Bombing: ✓

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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.)

Good.

8. WEATHER: (If it affected mission)

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

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

49

INTERROGATION FORM

SQUADRON ~~367 ### 36~~ 369 ~~###~~ A/C Number 557 Letter Y Date 24-7-44

Bomb Load 38 x 100 H.E. ~~######~~.

Time Took Off 1022 Time Landed 1530

Position in Formation

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

40c-4

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

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

CRE.: Give Rank and Initials

Capt. A. J. Switzer	Pilot
1st Lt. E. L. Ralstin	Co-P
1st Lt. W. G. Trotter	Nav.
Capt. C. M. Frantz	Bomb
T/Sgt. R. M. Reens	Radi
T/Sgt. E. A. Newerth	Top
S/Sgt. F. W. Palmer	Ball
S/Sgt. J. T. Justice	R/W
S/Sgt. B. J. Doubrava	L/W
S/Sgt. C. R. Clark	Tail

2. TARGET ATTACKED:

Primary Time: 12 51½

Alternate Height: 15 000

Last Resort (circle) Heading: 220° mag

Duration Bomb Run:

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

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

Own Bombs: Didn't see markers — started proper swing over 98 on right gun for aiming point. Close pairing of

Other Bombing: Any Nickels: ___Yes ___No
Number bombs dropped ___
Number Bombs returned ___

5. Any PHOTOGRAPHS taken: [Yes] No? approximately ½ mile to East of original point.

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) 10/10ths all way in — Cleared enough for bombing run — Clear West of target —

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

Time	Place	Height	Type (light ... heavy) intense	Color of	Location Bursts in re-	Accuracy

INTERROGATION FORM

SQUADRON X~~367XX308~~ 369 XX3XX A/C Number 086 Letter Q Date 24/7/44

Bomb Load 38/100 H.E. Incend.

Time Took Off 1022 Time Landed _____

Position in Formation

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

40 C - 4

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

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

CRE.: Give Rank and Initials

1st Lt. Johns, L.E.	Pilot
2nd Lt. Johnsen, A.P.	Co-P
1st Lt. Ewell, M.G.	Nav.
1st Lt. Fraley, A.E.	Bomb
T/Sgt. Minor, E.E.	Radio
T/Sgt. Griggs, K.I.	Top
S/Sgt. Ellis, D.L.	Ball
S/Sgt. Manning, W.F.	R/W
S/Sgt. Maloney, R.G.	L/W
S/Sgt. Couture, W.J.	Tail

2. TARGET ATTACKED:

   Primary Time: 1251 E

   Alternate Height: 15-16.80

   Last Resort Heading: 206
   (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: saw Red markers
   Bombs hit South

   Other Bombing:

   Any Nickels: ____Yes ____No
   Number bombs dropped _____
   Number Bombs 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) Good visibility at Target — generally

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

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

INTERROGATION FORM

SQUADRON ~~367~~ 368 ~~XXXXXXXXXX~~ A/C Number 946 Letter T Date 24/7/44

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 1022 Time Landed 1530

Position in Formation

X
X (X) X X 40 c - 4
X X X X X
X X X
X X X X

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

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

CRE.: Give Rank and Initials

1st Lt. D.C. Allen	Pilot
2nd Lt. C.U. Rapp, Jr.	Co-P
2nd Lt. C.F. Donahue	Nav.
2nd Lt. M.L. Vlahos	Bomb
T/Sgt. R.B. Newsbigle	Radi
T/Sgt. H.J. Purkey, Jr.	Top
S/Sgt. E.W. Leveque	Ball
Sgt. R.C. Huebotter,	R/W
	L/W
Sgt. J.R. Carey	Tail

2. TARGET ATTACKED:

Primary Time: 1251½

Alternate Height: 15,650.

Last Resort Heading: 215°M.
(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:

Other Bombing:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

Chaff at 1241.

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 h.

8. WEATHER: (If it affected mission)

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

Time	Place	Height of	Type (light heavy) intense	Color of	Location Bursts in re-	Accuracy

52

INTERROGATION FORM

SQUADRON ~~###########~~ 423 A/C Number 012 Letter A Date 24-7-44

Bomb Load 38 x 100 # H.E. ~~######~~

Time Took Off 1022 Time Landed 1500

Position in Formation

X
X X X X
X X (X) X X 40 c-4
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. D Fortson	Pilot
1st Lt. J. E. Meek	Co-P
1st Lt. R. E. Nabors	Nav.
1st Lt. A. J. Ashton, Jr.	Bomb
T/Sgt. R. A. Craig	Radi
T/Sgt. C. C. Loewen	Top
Sgt. R. D. Johnson	Ball
S/Sgt. J. C. Ellis	R/W
	L/W
Sgt. J. W. Freel	Tail

2. TARGET ATTACKED:

Primary Time: 1251

Alternate Height: 15000

Last Resort (circle) Heading:

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:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

Other Bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. WEATHER: (If it affected mission)

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

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

INTERROGATION FORM

SQUADRON 367 [redacted] A/C Number 065 Letter Z 53 Date 24 July, 1944

Bomb Load 38 x 100 H.E. Incend.

Time Took Off 10:22 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

40 c-4

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

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

CRE.: Give Rank and Initials

1st Lt. R. C. Sage	Pilot
2nd Lt. P. H. Martin	Co-P
1st Lt. E. L. Ronczy	Nav.
1st Lt. C. J. Crunican	Bomb
T/Sgt. M. J. Kilcoyne	Radi
T/Sgt. D. M. Carter	Top
S/Sgt. R. W. Shaw	Ball
S/Sgt. L. A. Ristuccia	R/W
[illegible]	L/W
S/Sgt. F. B. Lauer	Tail

2. TARGET ATTACKED:

Primary Time: 1251½

Alternate Height: 15,300

Last Resort (circle) Heading: 219°

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: Saw Smoke and dropped past it.

Other Bombing:

Any Nickels: ____Yes ____No
Number bombs dropped _____
Number Bombs 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 Group

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	Color of Bursts	Location Bursts in relation to A/C	Accuracy

54

INTERROGATION FORM

SQUADRON ###### 323 A/C Number 616 Lett.. X Date 24-7-44

Bomb Load 38 x 100 ✓ H.E. ####r###

Time Took Off 1022 Time Landed 1449

Position in Formation

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

40 C-4 ✓

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

no

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

CREW: Give Rank and Initials

2nd Lt. J. M. Winward	Pilot ✓
1st Lt. E. R. Senften	Co-P ✓
2nd Lt. J. R. Malone	Nav. ✓
2nd Lt. J. A. Kelly	Bomb ✓
T/Sgt. J. A. Park ✓	Radi
S/Sgt. T. C. Hood ✓	Top
Sgt. W. K. Carruthers ✓	Ball
Sgt. C. J. Bransteter ✓	R/W
	L/W
Sgt. D. G. Bloeden ✓	Tail

2. TARGET ATTACKED:

DR 109½N 011½W

Primary Time: 1251.

Alternate Height: 15,400.

Last Resort (circle) Heading: 224°M.

Duration Bomb Run: 267°M.

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

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

Own Bombs:

Chaff at 1240.

Other Bombing:

Any Nickels: Yes No
Number Bombs dropped
Number Bombs 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.)

ask.

8. WEATHER: (If it affected mission) Hole at target. No cm-tr.

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

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

SHAEF

I

When Germany opened its attack on Poland to start World War II, it brought to the art of war a number of revolutionary practices. Chief among these contributions to war-making was its use of gigantic armored forces and its use of air power in support of ground operations. The attack on Poland was very successful. Poland had not even a suggestion of the armed force that Germany threw into the attack, and fell rapidly. In very swift succession the countries of Denmark and Norway were taken; and Belgium and France, the countries which seemed certain, with the aid of Britain, to stop the power of Germany, fell also in a relatively short time. After a brief wait the German Army was thrown into a new and enormous battle, the attack on Russia.

The attack on Poland was not a very courageous one, Poland being one of the weaker states of Europe, and the attacks on Denmark and Norway were even less formidable, as neither of these countries were in any sense prepared for war. Belgium was small, but had proved a very formidable foe in the first World War, and behind Belgium stood the power of France and Great Britain, two of the toughest countries in history when it came to defending their very existence. But France fell and Britain was thrown off the Continent of Europe. Russia was a formidable foe indeed. In the war against the Finns the Russian Army had bungled consistently, had taken more time in their conquest than any one would ever have suspected, but it was generally known that Russia did have the power to wage war well if their armies were coordinated and their armored divisions well directed. Germany found them another easy bite at first, but as they pushed deeper into Russia the bite became tougher, and finally the German Army had the worst possible case of indigestion.

But against all these foes, weak or small, the pattern of conquest was nearly identical. Germany had built up over the preceding ten years a very powerful armored force, probably second only to the armored power of Russia. Against Finland Russia had shown a glaring ineptitude in the use of armor, and the use of air power by the Russians had been pathetic. Germany had used its air power too, had used it wisely, with JU-88's to do tactical bombing, JU-87's (Stukas) to do their dive bombing, and ME-109's to do the strafing and escort duty. The "softening up" of a target became a very common military term to denote the reduction of a target's defenses by use of air power in preparation for an attack by ground forces. The Germans used the Stuka for this purpose all through the campaign in the west, and the name Stuka was a byword for terror on the lips of the world.

With the entrance of the United States into the war the pattern of conquest became a very pressing matter of study for the American strategists, and they took the lessons learned from the use of air power to heart very seriously indeed. In America the industries of the country were geared for high production of the most modern type of aircraft, and from this country flowed an endless chain of very distinguished planes. Heavy, medium, light bombers came off the assembly lines, and with them came the fighters and fighter-bombers, each one just about the last word in aeronautical designing. So, when the time came for the last great invasion, the invasion of the Continent of Europe on D-Day, 6 June 1944, the power of the Allied Air Arm was tremendous, and this air power was thrown into the conflict in a manner and volume the Germans never came close to achieving.

Until the actual use of the heavy bombers of the Eighth Air Force there was some question in the minds of most of the airmen as to the wisdom of using the big bombers in close support of ground operations, but the attacks of 24 and 25 July 1944 proved that use of the big bombers in close support was not by any means an

impossible task or even an unwise one. This paper is written to show the work of the heavy bombers of the First Division of the Eighth Air Force in support of two attacks.

II

The first of these attacks was the attack of 24 and 25 July in the area of St. Lo. The original landings made in France on 6 June were made along the northern coast of that part of France which lies between Le Havre and the Cherbourg Peninsula. After the first assault on the beaches the troops pushed inland, established a ring and held. Behind them the Navy poured in supplies and men to strengthen the position, till the original troops had been reenforced sufficiently to push out from the beach head and attack the Germans holding them in their small ring. Through the month of June and July they inched forward slowly, till on the 24 July they formed a ring running roughly from Carentan along the Vire up to St. Lo, east in a circle through Caumont and Caen, reaching the sea just to the east of Courseulles sur Mer. Two of the toughest nuts to crack in that area were the heavily defended cities of St. Lo and Caen, St. Lo facing the American positions in the beach head, Caen facing the British. It was against St. Lo that the first large heavy bomber attack in immediate support of ground troops was launched.

On 19 July a meeting of Army and Air Force representatives was held at Headquarters AEAF to discuss the air participation in the planned offensive of the American First Army.[1] To assist this army a target area was chosen, a rectangle five

1 Information on the conference at AEAF (Allied Expeditionary Air Forces) headquarters is taken from the paper published by the Eighth Air Force entitled Tactical Mission Reports, dated 24 July 1944 and 25 July 1944. This work will be cited hereafter as Tactical Mission Reports.

miles long by one mile wide, with its northern boundary, the five mile front, situated parallel to and immediately south of the St. Lo-Periers road, approximately two and one half miles west of St. Lo. It was requested that the Air Force dispatch enough bombers to saturate this area with instantaneously fused bombs. It was further desired to have the attack executed within a minimum of time, to attain the maximum concentration of fire power immediately before the assault by the ground forces. For the attack it was decided to employ the fighter-bombers of the Second Tactical Air Force, medium bombers of the Ninth Air Force, and heavy bombers of the Eighth Air Force. The attacks were to be made under visual conditions.

In preparation for the assault it was decided to withdraw the infantry troops some distance from the line of bombing, to give an added safety factor in the bombing of such an area.[1] The infantry commanders wanted to withdraw the men a distance of no more than eight hundred yards from the north boundry of the heavy bomber target area, but the Air Corps leaders requested a withdrawal of three thousand yards, warning that even this distance did not completely do away with the possibility of gross error, and the chance that some of the bombs would fall in our own lines. Both sides had their own logical reasoning behind their requests. In the case of the infantry it was certainly a concession of a very large amount of territory that was won at a great cost. Their request to withdraw eight hundred yards, slightly less than a half mile, must have seemed to them a reasonable one, since the knowledge of ground men on the subject of aerial logistics and tactics has always been rather vague. In the case of the air forces, they could count on their fingers the number of targets where such a large number of planes had dropped on a target with all bombs falling within half a mile of the assigned MPI. Their request to have the infantry

1 Tactical Mission Reports, p. 1.

withdraw three thousand yards, based on the knowledge of the law of averages in relation to the size of the bomb plot, must have seemed excessive to the infantry commanders, but as it was the first really large scale support given by heavy bombers, the Air Corps Generals must have been very anxious to have no cases of our bombs hitting our own troops. The final figure arrived at during the conference, fifteen hundred yards, was closer to the infantry figure of withdrawal, and probably sent the Air Corps Generals off shaking their heads.

The second problem to be faced was the direction of the bombing approach, again with the presence of friendly troops so near as the guiding factor in the considerations.[1] Ground forces representatives preferred an approach to the rectangle along the long axis, parallel to the St. Lo-Periers road, to nullify chances of range errors.[2] Their thinking probably went along the lines that if we were to put the MPI right in the center of the target, the planes could drop their bombs as short as they chose or as long as they chose, and the target area would still be hit.

But in requesting that direction of attack they obviously were neglecting the problem the air forces would be faced with in running such a large number of bombers over the target in the short time allotted.[3] The

1 Tactical Mission Reports, p. 1.

2 The St. Lo-Periers road was a most distinguished landmark. It came from Periers in the northwest, passed along the northern flank of the rectangle that was the target at a distance of about two hundred yards, made a sudden hairpin turn to the south, turned off southeast just beyond the center part of the northern edge of the target area. It ran through Hebecrevon in the eastern portion of the target area, continued southeast and joined the St. Lo-Guesnay road about a mile and a half rom the city of St. Lo. It would have been difficult to find a better target indicator.

3 The timings as given in the field orders called for each Division to run approximately five hundred bombers over the small area in fifteen minutes. Such timings gave almost no chance for a possible second run over the target.

bombers would have to be concentrated in such a manner that two or more units of them would be passing over the target area at one time. So the more important consideration was that of errors in deflection, not range, and the air force officers were firm in their belief that an approach from the north, perpendicular to the road and five mile front of the target, would be the only fairly safe angle of attack. Besides the protection afforded in the manner of errors in deflection there were other advantages to be accrued in using the attack from the north.[1] The St. Lo-Periers road afforded a landmark that was outstanding in the attack on the particular target area, crossing along the front at a distance of no more than two hundred yards from the edge of the target area. With such a landmark it would be easier to reduce possibility of range errors, and deflection errors would be of no consequence as the territory on either side of the target was in the hands of the enemy. Secondly, the bombing approach from the north would keep the bombers over friendly troops for a maximum of time, would reduce the probability of the bombers spreading out because of flak. If the bombers had come along the long axis of the rectangle, over enemy territory for the entire bombing run at less than fifteen thousand feet, the probability of the formations spreading out would be imminent, and spreading out would have meant very near catastrophe for the friendly troops facing the rectangle. So the axis of attack from the north was chosen as the one most likely to achieve success in bombing and reduce the possibility of hitting friendly troops.

One more danger was considered, that of bombers dropping their load

1 Deflection and Range errors used here may be explained as follows. If a bomber drops before the target or after the target, it has made an error in Range, that is, made an error along the vertical axis of his line of attack. If the bomber drops to the left or the right of the target, it has made an error in Deflection, that is, along the horizontal axis of his line of attack.

on our troops because of damage inflicted by enemy anti-aircraft batteries. To reduce the chances of this occurring, a counter-flak artillery barrage was to be laid down by the ground forces.[1] They could most easily check the guns firing as soon as the bombers started over, could lay in their own shells close to the anti-aircraft batteries fired by the enemy, perhaps destroy most of them.

The desirability of target marking by colored smoke laid down by artillery was also discussed at this meeting, but as it was questionable whether such markers would be visible from bombing altitude, and with the possibility that such a barrage of smoke-markers might impair visibility, it was decided not to employ this device.[2] Actually in the carrying out of the operation they did use a type of marker.[3] Prior to the actual time of bombing on the 24th of July it was predicted that conditions of poor visibility would exist over the target, and, as a consequence, arrangements were made for the use of red smoke markers to be placed at five points equally spaced along the northern boundary of the target area at two minute intervals.

At the same meeting it was decided that both ground and air forces would be prepared to execute this combined assault on the 21 July, with a delay of four days given if weather requirements for the air forces necessitated delay. D-Day and H-Hour were to be determined by the decision of the air forces as to the most favorable time for the attack.[4] It meant almost certainly that the attack would come in the late morning or early afternoon, as the air

1 Tactical Mission Reports, p. 1.

2 Tactical Mission Reports, p. 1 & 2.

3 The use of these smoke markers proved a bit unprofitable. It was practically impossible to distinguish the smoke markers from the muzzle flash of the artillery pieces and at least one unit bombed short because it took a check on the muzzle flashes and thought it was over the target area.

4 Tactical Mission Reports, p. 2.

forces would probably choose a time when all morning mists had blown away, and would not bomb in the late evening.

The bombing program was arranged as follows. The fighter-bombers were to open the attack with half the available force. Fifteen minutes after the opening of the attack by fighter-bombers the heavy bombers were to start their assault. Thirty minutes after the heavy bombers completed their bombing the medium bomber assault would begin, and in the fifteen minute period following the medium bomber attack, the exact time to be decided by the representatives of the First Army and the Second Tactical Air Force, the remaining half of the fighter-bombers were to go into operation. H-Hour, the time at which the ground forces were to begin their assault would be the time at which the heavy day bombers were to complete their phase of the air attack.[1]

As planned, therefore, the fighter bombers would be able to pick off the most obvious targets on the first assault. Fifteen minutes later would come the enormous saturation bombing by about fifteen hundred heavy bombers. In the wake of the heavy bombers would come the infantry attacking across the fifteen hundred yards they had withdrawn, and just about as they reached the line of the rectangular target the medium bombers would be able to saturate the positions just in front of them, bombing in close cooperation with the ground liaison force. As they left the target the fighter-bombers would be there to clean out any other pockets of strong resistance in the area, thereby giving as complete coverage by air as it would seem possible.[2]

1 Tactical Mission Reports, p. 2.

2 When the writer was in England he met an Infantry Captain who was at the bombing of St. Lo. According to the Captain the attack was held up some time because of the confusion caused by bombing our own troops on the left flank. (Con't in footnote 1, page 9)

The attack did not materialize as originally planned. On the 21 July the weather was not satisfactory for the execution of the plan, so a delay was necessary. Neither on the 22 or the 23 did the bombardment come, but on the afternoon of the 23 it was decided to run the attack the next day. The weather conditions forecast for the 24 were not very favorable, with an optimum of nil to three tenths low cloud with very poor visibility expected.[2] On the contrary, however, the weather in central Germany was forecast as ideal for bombing, good visual conditions being expected. Eighth Air Force headquarters noted the fact that weather forecast for the assault area militated against the proposed tactical operation on 24 July, especially as the conditions for the following day were expected to be much better. The forecast for the central part of Germany opened up the possibility of attacking many fine targets in the Berlin area.

The whole matter was referred to AEAF Headquarters on the afternoon of the 23rd, with a request that the decision be given as quickly as possible since it would not be possible to load the bombers for the mission to Germany once they had been loaded for tactical targets. The decision of the AEAF was

1 (con't from page 8) When the infantry finally did advance the target area was devastated by the bombing, and except in small isolated positions here and there the Germans were completely demoralized by the terrible bombing to which they had been subjected. The particular infantry captain stated that his whole company came through the attack unscathed. He declared that he would gladly have two of our groups bomb in the vicinity of his unit if he knew that at the same time some thirteen hundred bombers were blasting the position which he was going to attack.

2 Tactical Mission Reports, p. 2, and Weather Annex that follows bombing analysis annex. The latter Weather Annex gives the weather forecasted on the morning of the 24 July 1944.

that the tactical operation would be conducted at 1000 hours on 24 July.[1] For the attack it was estimated that 1500 bombers would be available, so each Bomb Division was ordered to dispatch five hundred bombers on a maximum effort. The entire target area was to be the target of each Bomb Division, and each was given a number of aiming points to insure complete coverage. The attack was to be carried out as follows:

Order of Attack	Tactical Units	Time Over Target	Bombing Altitude
2nd Bomb Division	47 (13 A/C)	Zero-Zero + 15	15,000 feet
3rd Bomb Division	36 (12-14 A/C)	Zero + 20-Zero + 35	15,000 feet
1st Bomb Division	43 (12 A/C)	Zero + 40-Zero + 55	16,000 feet

Bomb loads were to consist of one hundred pound general purpose and one hundred and twenty pound fragmentation--or two hundred and sixty pound fragmentations when available. The load was to be 70% general purpose and 30% fragmentation. The general purpose bombs were not to be fused in the nose, and the tail fuses were to be instantaneous.[2]

Routing plans provided for departure from the south coast of England in the vicinity of Selsey Bill at bombing altitude, and a direct course to the target was to be flown, crossing the beach head enroute. After bombing, right turns were to be made and the forces were to withdraw either along the west coast of the Cherbourg Peninsula, or west past the Channel Isles before turning northwards to the south coast of England. Timings were planned to give the maximum concentration of bombing consistent with avoidance of interference between bomber formations. Bombing altitudes were not to exceed 17,000 feet, and were to be low as possible consistent with the enemy's ground defenses, taking into account the counter-flak battery artillery program which was to be directed against known anti-aircraft positions in the target area.

1 Tactical Mission Reports, p. 2.

2 Tactical Mission Reports, p. 3.

The word of the mission was passed down to the Divisions quickly, and that night the Division Field Order went out. The composition of First Division force was as follows. Each of the 94th, 41st, 40th and 1st Combat Wings were to dispatch an "A", "B", and "C" force on the mission as follows:

MPI's	Force	Altitude	Bomb Load
94th CBW "A" Force			
3970-6575	12 A/C	17,000	Fragmentations
4150-6510	12 A/C	16,000	"
4330-6435	12 A/C	17,000	"
94th CBW "B" Force			
3899-6600	12 A/C	17,000	"
4060-6540	12 A/C	16,000	"
4235-6475	12 A/C	15,000	"
4425-6410	12 A/C	16,000	"
94th CBW "C" Force			
3970-6575	12 A/C	16,000	"
4150-6510	12 A/C	17,000	"
4330-6435	12 A/C	16,000	"
41st CBW "A" Force			
4225-6410	12 A/C	17,000	"
4235-6475	12 A/C	16,000	"
4060-6540	12 A/C	17,000	"
41st CBW "B" Force			
3970-6510	12 A/C	15,000	38X100#GP No nose X inst tail
4150-6510	12 A/C	16,000	"
4330-6435	12 A/C	15,000	"
41st CBW "C" Force			
3899-6600	12 A/C	16,000	"
4060-6540	12 A/C	17,000	"
4235-6575	12 A/C	16,000	"

40th "A" Force

3899-6600	12 A/C	15,000	38X100-GP No nose X inst tail
4060-6540	12 A/C	16,000	"
4235-6475	12 A/C	17,000	"
4425-6410	12 A/C	16,000	"

40th "B" Force

3970-6575	12 A/C	17,000	"
4150-6510	12 A/C	16,000	"
4330-6435	12 A/C	15,000	"
3899-6600	12 A/C	16,000	"

40th "C" Force

4225-6410	12 A/C	16,000	"
4235-6475	12 A/C	17,000	"
4060-6540	12 A/C	16,000	"
3970-6575	12 A/C	15,000	"

1st "A" Force

Same as 40th "A"

1st "B" Force

Same as 40th "B"

1st "C" Force

Same as 40th "C"

As secondary and last resort targets the order was given to attack any marshalling yard, road bridge, railroad bridge, enemy column or convoy, any concentration of troops, and any concentration of equipment. All such targets were to be positively identified and must not be adjacent to a built up area, and not inside the then current bomb line. All sightings on such targets must be visual.[1]

As planned, the 94th Combat Wing was to lead the Division, which flew as the third element in the Eighth Air Force that day. Second Division led, with Third Division next, First Division last. The lead force from the 94th

1 Field order No. 446, Par. 2, 1st Bombardment Division, Secret.

Combat Wing was to leave Selsey Bill at zero hours plus seven minutes, flying at sixteen thousand feet, was to be over the target at zero plus forty minutes at the same altitude, was to reach Portland Bill on the route back at zero plus one hundred and six minutes at five thousand feet.[1] The base reference altitude was to be 15,000 feet; the Division assembly line was to be along the route from Splasher eleven to Selsey Bill; the interval between the various forces of the Combat Wings was to be one minute.[11] Zero hour was originally given as 0700 hours, 24 July, 1944, but was changed to 1200 hours by Annex 2, of the Field Order.[2]

For this mission, as on many others during that same period, it was decided to use chaff, the strips of silver paper to counteract radar detection of the planes. All aircraft were directed to commence the release of chaff at the French coast on the route in, and were to continue fropping it for the next twelve minutes.[3] Each aircraft carried two hundred and eighty-eight units. All bombers were given "Vinegrove 3" as their callsign; all fighters given "Balance" as theirs; the ground sector control used "Colgate". The VHF code word for authentication was "Daisy June".[4]

For the information of the bombardiers the intervalometer settings were given as one hundred and fifty feet for fragmentation bombs, on hundred feet for general purpose bombs. Bombardiers were to be cautioned not to bomb short

1 Field Order No. 446, Par 3-B.

11 Field Order No. 446, Par 3-D.

2 Field Order No. 446, Par 3-E, and Annex No. 2 to FO 446.

3 Field Order No. 446, Par 5-D.

4 Field Order No. 446, Par 5-F.

as the penetration route was to be directly over friendly troops, and the targets were to be only fifteen hundred yards away fromour own troops forward lines.[1] It was noted that friendly artillery would lay down red smoke markers along the northern boundary of the target at two minute intervals from zero plus five to zero plus fifty minutes. The points to be so marked were given as: T386674, T405669, T421663, T437658 and T455653.[2]

In the First Combat Wing annex to the Field Order, General Gross directed that all aircraft were to open their bombays before arriving at the French coast as a precaution against faulty release, and they were to be kept open all the way in to the target. For all practical purposes the mission was laid out in an almost fool proof manner, so on the 24th it was run off against the area just west of St. Lo.

V

When time for take-off came, a total of five hundred and forty aircraft were scheduled to fly from First Division Bases. Most of the large force scheduled to participate in the days operation assembled without difficulty. Some of the minor difficulties encountered were as follows. The 94th "C" Force had to drop 1800 feet and departed the coast four and a half minutes late when two 40th Combat Bomb Wings and two 41st Combat Bomb Wings reached the Division assembly line at the same time. The 1st "A" Force almost collided with the 96th Bombardment Group when the latter flew through the 91st Group assembly area. The 94th "B" Force had some difficulty with the B-24's, but was able to assemble on time. In the 1st Combat Bomb Wing, possibly due to the interference of the 96th Bombardment Group, a loose formation was flown until the coast was reached, when the formation was tightened up considerably.[3]

Footnotes on page 15.

From the coast the formation made its way to the target area, making the check points on time. The lead ships of the Division reached the target area on time, but by then the mission was already lost. Second Division, flying as lead formation, had encountered 10/10 cloud cover over the target area, did not dare release its bombs, and therefore did not get in their part of the attack.[11] Third Bombardment Division, second unit over the target area, found less cloud cover, but visibility was exceedingly poor. Only three of the thirty-six tactical units of this Division attacked the primary, and three bombing runs were necessary before satisfactory identification of the checkpoints could be made. These units bombed later then First Division planes.[12]

By the time the third formation, First Bomb Division, had reached the target, cloud conditions had further improved considerably. Poor visibility persisted, but twenty-six of theunits of the Division did get to attack the primary target. One unit of the First Combat Wing was unable to bomb when another force flew directly beneath them on their bombing run. This may possibly have been one of the Third Division units on its second or third bombing run.[13]

As First Division planes came up on their bombing run, it had become

1 Field Order No. 446, Par 3-X.

2 Annex No. 1 to Field Order No. 446, Par 2.

3 Mission Report for 24 July 1944, 1EDFO #446, 8AFFO #913A, p. 1 of First Bomb Div Narrative, p. 2 of First Combat Wing Narrative, p. 4 of 94th Combat Wing Narritive.

11 Tactical Mission Reports,p. 4, par C.

12 Tactical Mission Reports,p. 4, par D.

13 Tactical Mission Reports,p. 4, par E.

apparent to the ground commanders that the attack would have to be postponed till the following day, but the radio recall message which was sent did not come in time to affect any of the units but those preparing to make a second bombing run.[1]

As for bombing results on the mission, they were not quite as good as they could have been, but they were about as good as would normally be expected with the very poor visibility. Bombs of two units from the 92nd Group, on eunit of the 91st, one unit of the 306th, one unit of the 381st, one unit of the 398th and one unit of the 305th Groups fell within the target area designated. Other units of the 303rd, 305th, 306th, 384th, 398th and 381st Groups hit the area just behind the German lines or west of the target area in enemy lines. One unit, the 398th "C" Force, due to a very unfortunate malfunction of the bomb racks, dropped some of its bombs short---estimated at about twenty-----and hit within our own lines facing the eastern end of the target area.[2] What was most unfortunate about this affair was the fact that on the following day two groups of other divisions hit in almost the exact spot again, probably counting for the death of Lt. General McNair.

Enemy opposition to the mission was very slight indeed. Enemy aircraft afforded no opposition to the bombers. Anti-aircraft fire from the target area was meagre to moderate, of varying accuracy. The units of Second Division reported "unseen" ineffective fire; Third Division reported fairly accurate and damaging fire; First Division met relatively lighter fire, lost one B-17 on the mission.[3]

1 Mission Report for 24 July 44, p. 2 of First Division Narrative.

2 Bomb plats of each Group's bombs can be found in the Annex of Tactical Mission Reports entitled Photographs and Bomb Plats.

3 Tactical Mission Reports, p. 5, Par H, I, J.

In anticipation of the operation being rescheduled for the 25 July, a check was made with the three Divisions to see if the experience of the mission dictated a change in the direction of the bombing axis. There was complete agreement that the north-south approach perpendicular to the St. Lo-Periers road afforded the best direction of attack from the standpoint of safety of the ground troops. The checkpoints, especially the St. Lo-Periers road, were the best that could be chosen in attacking the target area, so the north-south approach was approved for reuse on the following day.[1]

VI

At the weather conference at Eighth Air Force on the 23 July it had been forecast that the 25July would be a much more satisfactory day for tactical bombing in the St. Lo area. The weather conference of the 24 July corroborated earlier predictions that conditions in the area would be satisfactory for the proposed attack between 1000 and 1100 hours on the 25th. A check was made with Headquarters AEAF to confirm their desire to have the mission dispatched, and when this was established the planning went ahead.

A five-knot surface wind blowing from the south was forecast at the weather briefing, and the possibility of smoke and dust blowing from the south to obscure the important St. Lo-Periers road was considered. It was generally agreed, however, that such a wind would not have any significant effect in obscuring the very vital landmark.[2]

The general pattern of attack was to be similar to that of the preceding

1 Tactical Mission Reports, p. 5, section 3.

2 The complete weather forecast for the 25 July is given in the Weather Annex of Tactical Mission Reports.

day, and the colored smoke marking procedures for the northern boundary of the target identical. In addition to the plans of the previous day, provision was made for a weather aircraft carrying an air commander, a meteorologist, and a bombardier. This reconnaissance flight over the target was scheduled to permit the air commander to radio to the headquarters at least two hours prior to the earliest time over target, 1000 hours, his estimate of the weather situation, with recommendations as to whether the operation should proceed as planned, be delayed, or be concelled. The order of attack and the times over target, as well as the number of units to be employed, were to be the same as for the preceding days mission, and the fighter support was to be identical.[1]

VII

In an advance teletype to the Field Order of the 25 July, the following directions were given to the units of First Division. The same plan that was laid down for the mission of the 24th was to be used on the 25th. The bomb load given on Field Order would be the same, as would also be the time control with respect to zero hour and the base reference altitude used. The only noticeable difference was in putting the 41st Combat Wing in the lead.[2] No second bombing run on the target was permitted for any of the units. The principal reason for this instruction was gien in the following paragraph, where it was noted that assault troops of the American First Army were to start advancing into the target area at zero hour plus sixty minutes. Bombing was to cease after zero plus fifty-five minutes, and aircraft still carrying bombs

1 Tactical Mission Reports, p. 6, Par 1-B.

2 Advance Info to FO 447, Par 1.

after that time were to bomb the secondary targets. Note was made of the presence of a weather aircraft carrying an air commander, bombardier, and weather observer which would be over the target at zero minus one hundred and twenty minutes to see if a delay would be necessary, and group leaders were instructed to be prepared for a delay up to one and one half hours after take off if necessary.[1]

Secondary and last resort targets were given as "any A/D, and M/Y, any RR bridge and road bridge, any enemy column or convoy on the road, any concentration of troops or equipment. All above targets must not be adjacent to a built up area, must be positively identified as one of the above objectives, and must not be inside the current bomb line and a visual sighting must be made.[2] Zero hour was given as 1000 hours, 25 July 1944. VHF callsigns for the bombers, fighters, and ground sector control were the same, with "FIVE CATS" the VHF Code word for authentication.[3]

In the first Annex to the Field Order note was made that Eighth Fighter Command would provide area support for the heavy and medium bombers on the operation. This support was to commence at zerominus ten minutes and continue until zero plus one hundred and twenty minutes, or until all heavy and medium bombers were clear of enemy territory. In the Annex, also, instructions were given to open the bombay doors before crossing the French Coast in, to make a check for any possible malfunction of the bomb racks. Special note was made in the Combat Wing Annexes to the Field Order for the bombardiers to make sure that no bombs fell short in our own troops.

1 Advance Info to FO 447, Special Instructions Section.

2 Field Order No. 447, Par 2.

3 Field Order No. 447, Par 5-F. During the course of the mission one of the units received VHF orders to bomb short, but as the message was not authenticated no attention was paid to it.

When the Field Order itself was published, the advance information was rescinded which had indicated the 41st Combat Wing as lead wing, and the 94th was once more chosen to lead the Division.[1] A total of five hundred and forty-five aircraft were dispatched by First Division on this mission, of which three returned early from the mission and four hundred and ninety-four bombed.

As on the previous day, the First Combat Wing had some trouble in assembling, due to units of the Second and Third Division flying through its assembly area. With the exception of this, however, the Division assembly was completed with little difficulty, and the Division left the coast on time and on course. There was ltttle difficulty in making the flight to the target, and the bombing was done as directed, with the exception of the altitude chosen for the attack.

At 0800 hours a radio message from the weather aircraft that flew ahead of themission stated that in the air commander's opinion the target area was clear for bombing, and would probably remain so. The presence of some middle cloud was reported, and a subsequent radio message gave the base of the middle cloud as 14,000 feet. Bombers were thereupon notified to descend, if necessary, to as low as 10,000 feet for bombing. The planned altitudes for the attack were 15,000 to 16,000 feet, and consequently recalculation of bombing data had to be made by a large majority of the units while still in flight.[2]

All units of the First Combat Wing had to bomb from 11,000 feet to 13,000 feet, due to the presence of the aforementioned clouds above that altitude, and after the bombing the Combat Wing was unable to rally but came back in small

1 Field Order No. 447, Par 2 and 3.

2 Tactical Mission Reports, p. 6, Par 2-B.

units.[1] All other units bombed as briefed. The time over target was as briefed, from 1040 hours to 1055 hours, and the altitudes of attack ranged from 11,000 to 13,000 feet except in three cases where bombing was from a higher altitude. Five units failed to attack the primary target because of either interference on the bombing run or inability to identify the primary positively. One unit subsequently attacked a secondary target.

Approximately one half of the bomb patterns of the formation were plotted outside the target area, but these fell south of the target in the area immediately behind the German lines. There was only one instance in which the bombs fell north of the assigned target area, and these bombs were most carefully checked--as it was on this day that General McNair lost his life. The most northern bomb was within three hundred feet of the northern boundary, well over half a mile away from the line along which the front line troops were waiting.[2] Much of the bombing south of the target was caused by congestion in the traffic area and misidentification of the targets exact boundaries, which caused the bombardiers to hit further south as a precautionary measure. In this line radio messages were received while the planes were in flight to the effect th at the bombs were falling short, and though they were not authenticated, a certain amount of credence was put in them which caused the bombardiers to go out of their way to make sure they did not hit our troops.[3] Altogether on this mission fourteen hundred and ninety-five bombers attacked the primary target, dropping

1 A-3 Mission Report, 25 July 44, 1BDFO #447, 8AFFO #917, 1st Division Narrative, p. 1.

2 See attached map for the bomb plots of all 1st Division Groups.

3 Tactical Mission Reports, p. 8, Par 2-E.

three thousand four hundred and six tons of bombs in the area. The overall bombing plot was well concentrated in the target area and a high degree of saturation was achieved.[1]

The area support given by the fighters on this mission was very effective. only two small groups of enemy fighters penetrated the protective fighter screen, and these made ineffectual passes at the bombers. Ground defenses did not interfere with the bombing runs, but immediately after release the lead formation was subjected to moderate, accurate fire, which accounted for four B-24's and one P-17 in the succeeding formation.

One interesting message was picked yp by a crew of the 381st Group. They reported that as they neared the target a message was received on VHF, Channel A, which stated, "Drop bombs three thousand meters short and do not use road any longer as a reference point."[11] The message had no authentication so the bombers paid no attention to what was probably a German broadcast. Probably the use of the word "meters" would cause suspicion even if authenticated, since very few Americans think in the metric system when measuring distance.

1 Tactical Mission Reports, p. 8, Par 2-F.

2 A-3 Mission Report for 25 July 1944, 1st Combat Wing Narrative, p. 2.