

GFH THU NR THU 21/26 75CA URGENT NOT WT

PASS TO ADDRESSEE

TO- C.G. FIRST BOMB WING (ATTENTION A-2)

FROM- 306BG

F-375-D 26TH FEBRUARY, 1943.

SUBJECT: TELETYPE REPORT

=====

- (A) 1. 17 AC TOOK OFF AT 0630 HOURS ON BOMBING MISSION HAVING AS IT'S PRIMARY OBJECTIVE THE FW FACTORY AT BREMEN, GERMANY. THE ROUTE FLOWN TO THE ENEMY COAST WAS ABOUT AS ORDERED EXCEPT THAT ENTIRE FORMATION WAS SOUTH OF COURSE PARALLEL-ING THE FRISIAN ISLANDS. UPON CROSSING THE COAST AT DALTRUM AND STRAIGHTENING OUT FOR THE RUN ON BREMEN THE CLOUD CONDIT<sup>U</sup>XXCONDITION BECAME PROGRESSIVELY WORSE, AND ABOUT MIDWAY TO THE PRIMARY, THE LEADER OF THE FORMATION DECIDED TO ATTACK THE SECONDARY TARGET AT WILHELMSHAVEN.
- 2. A BOMBING RUN ON A COURSE OF ABOUT 330DEGS. MAG. WAS MADE BUT THE RESULTS WERE DIFFICULT TO OBSERVE BECAUSE OF THE OVERCAST CONDITION AND THE FACT THAT A SMOKE SCREEN WAS IN OPERATION. SOME BURSTS WERE SEEN NEAR THE NO.4 DOCK BUT THE GENERAL IMPRESSION IS THAT THE BOMBING WAS NOT TOO EFFECTIVE, MANY HITS BEING OVER THE TARGET INTO THE RESIDENTIAL AREA. ON THE WAY OUT FROM THE TARGET THE ROUTE FLOWN, SO FAR AS THE 306TH GROUP WAS CONCERNED, WAS ABOUT AS ORDERED
- 3. ONE A/C TURNED BACK AT ENGLISH COAST, 18,000 FEET ALTITUDE AT 926. ONE ENGINE CUT OUT.  
A SECOND A/C TURNED BACK TEN MILES OFF THE ENGLISH COAST, ENGINE FAILURE.  
A THIRD A/C TURNED BACK 25 MILES RA AFTER LEAVING ENGLISH CTAST, SUPERCHARGER, WAIST GUN, INNERPHONE FAILURE.  
A FOURTH A/C GOT OVER TARGET BUT COULD NOT RELEASE BOMBS. RETURNED WITH FORMATION, AND JETTISONED BOMBS IN WASH.
- 4. OUR FORMATION WAS FIRST INTERCEPTED BY E/A COMING UP FROM THE ISLANDS AT 1024. THESE WERE SINGLE ENGINED 190'S AND ME 109'S. PRACTICALLY NO ATTACKS WERE MADE ON OUR FORMATION, THE FIGHTERS PREFERRING TO ENGAGE THE B 24'S XXM WHICH WERE BADLY SCATTERED AND STAGGLING. WE DID HAVE PERHAPS THREE OR FOUR FEEBLE ATTACKS AND OUR CREWS ARE MAKING TWO CHARGES ON...

By RLB/RW

NARA, Date 5/25/89

2-26-43

3. ONE A/C TURNED BACK AT ENGLISH COAST, 18,000 FEET ALTITUDE AT 926, ONE ENGINE CUT OUT.

A SECOND A/C TURNED BACK TEN MILES OFF THE ENGLISH COAST, ENGINE FAILURE.

A THIRD A/C TURNED BACK 25 MILES ~~KA~~ AFTER LEAVING ENGLISH COAST, SUPERCHARGER, WAIST GUN, INNERPHONE FAILURE.

A FOURTH A/C GOT OVER TARGET BUT COULD NOT RELEASE BOMBS. RETURNED WITH FORMATION, AND JETTISONED BOMBS IN WASH.

4. OUR FORMATION WAS FIRST INTERCEPTED BY E/A COMING UP FROM THE ISLANDS AT 1024. THESE WERE SINGLE ENGINED 190'S AND ME 109'S. PRACTICALLY NO ATTACKS WERE MADE ON OUR FORMATION, THE FIGHTERS PREFERRING TO ENGAGE THE B 24'S ~~XXX~~ WHICH WERE BADLY SCATTERED AND STAGGLING. WE DID HAVE PERHAPS THREE OR FOUR FEEDLE ATTACKS AND OUR CREWS ARE MAKING TWO CLAIMS, ONE OF WHICH IS EITHER A DESTROYED OR PROBABLY DESTROYED AND THE OTHER A DAMAGED.

5. MODERATE AND INACCURATE FLAK WAS SEEN COMING FROM THE ISLANDS, ALSO FROM FLAK SHIPS, THE FIRE FROM BOTH BEING HARMLESS. AT THE TARGET, HOWEVER, THE FLAK WAS QUITE INTENSE AND HIGHLY ACCURATE AS TO ALTITUDE AND DIRECTION. NONE OF OUR A/C WAS SERIOUSLY DAMAGED ALTHOUGH SEVERAL RECEIVED SMALL HOLES.

6. TWO B-17'S AND ~~X~~ 1 B-24 WERE SEEN HIT AND IN DISTRESS OVER THE TARGET AREA AT WILHELMSHAVEN BUT IT WAS UNCERTAIN WHETHER AA FIRE OR E/A ACTION WAS RESPONSIBLE. ANOTHER B-24 ~~XXX~~ WAS OBSERVED IN TROUBLE AND HEAVILY BESIEGED BY E/A AT 1219 ON THE WAY OUT FROM THE TARGET. WHEN LAST OBSERVED BY OUR GROUP BEFORE GOING INTO A CLOUD THE LOCATION OF THE B-24 WAS REPORTED AS 53 DEGS. 54' N., (3 DEGS. 55' E.

7. NONE

8. SMOKESCREEN AT EMDEN VERY EFFECTIVE, SMOKE SCREEN AT WILHELMSHAVEN NOT EFFECTIVE. BALLOONS SEEN OVER WILHELMSHAVEN

(B) 1 - 17

2 - 4

3 - EMDEN - C

4 - WILHELMSHAVEN - 13

5 - EMDEN - C

6 - CONVOY - 1 BOMB DROPPED BY ONE SHIP, NO RESULTS OBSERVED.

By KLB/ku NARA, Date 5/25/89 7-263  
REF ID: A1111-145000

7. NONE  
8. SMOKE SCREEN AT EMDEN VERY EFFECTIVE, SMOKE SCREEN AT WILHELMSHAVEN NOT EFFECTIVE. BALLOONS SEEN OVER WILHELMSHAVEN

- (b) 1 - 17
- 2 - 4
- 3 - BREMEN - C
- 4 - WILHELMSHAVEN - 13
- 5 - EMDEN - C
- 6 - CONVOY - 1 BOMB DROPPED BY ONE SHIP, NO RESULTS OBSERVED.
- 7 - C
- 8 - C
- 9 - C
- 10 - C
- 11 - C
- 12 - 1CX5CC DEMO. M 43, 1/10 NOSE, 1/40 TAIL
- 13 - 129X5CC AT WILHELMSHAVEN, 1X5CC AT CONVOY
- 14 - 1CX5CC JETTISONED AT KAM WASH
- 15 - 3CX5C DEMO M43
- 16 - C
- 17 - C
- 18 - C
- 19 - C
- 20 - ALTITUDE, 22,800 TIME 1123 TARGET WILHELMSHAVEN.

====FOR THE COMMANDING OFFICER====  
=====JOHN B. WRIGHT=====

=====MAJOR S-2=====

HOLD FLS  
CC IN A PART NO. 3 6TH LINE WA ENGLISH ' COAST NOT CTAST AS SENT  
CC IN B PART NO . 15 SHOULD READ ' 3CX5CC ' NOT 3CX5C AS SENT  
TOD.....185C.....JDM....VA

THU R 1649A/26 JG VA+

COMBAT DUPLICATION CHECK FORM

GROUP 306

DATE 26-2-43

TEERY 086

BUSCOE 978

MAL 404

JERRISONED

978

404

AT TIME OF

ATTACK

AT START

SMILEY

466 ABORTED

REBER 507

REBER 507

LALLY 514

CASEY 488

BUCKEY 306

MENESSY 560

TUNNELL 318 ABORTED

LAMBERT 180

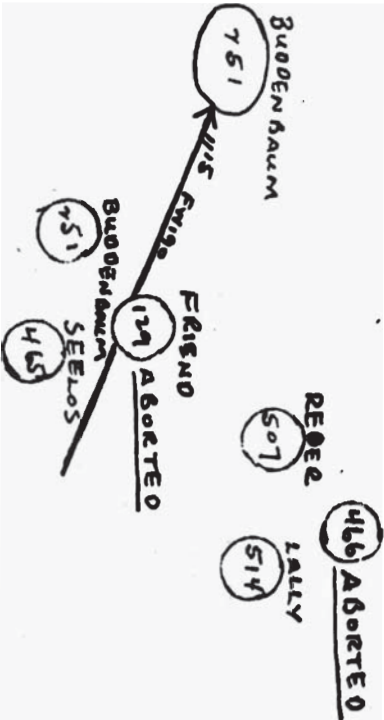
JOHNSON 714

CHECK 720

GEORGE 171

SHIP IN FOR PARTIAL BURNING

11-45 - ME109



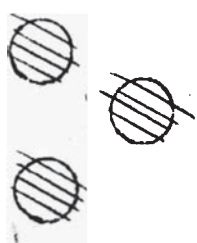
If actual formation is completely different from position of circles turn page over and prepare diagram on back.

OVER TARGET  
 CENTER ABOVE - 6 A/C  
 LEFT WIND - 4 A/C  
 RIGHT WIND - 4 A/C

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



Write numbers of our A/C in  
 Draw lines through circles  
 Block out our missing A/C in



HEADQUARTERS 306th BOMBARDMENT GROUP (H)  
OFFICE OF THE INTELLIGENCE OFFICER  
A.P.O. 634

*Major Wright*  
*8099/H*

27 February, 1943.

SUBJECT: ENCOUNTER REPORT  
WILHELMSHAVEN, 26-2-43.

TO : C. G. First Bomb Wing  
Attention A-2.

DELETED  
216  
RE  
JUL

1. At 11:45 on 26th February, at an altitude of 23,000 feet, our A/C 124488, Lt. Casey, destroyed or probably destroyed a Me 109. Enemy aircraft was not attacking Lt. Casey's ship but was making a level attack at six or seven o'clock on ship in formation behind, giving good shot to Casey's tail gunner. At 700 yards, tail gunner fired about 70 rounds. There was a large flash and Me 109 went straight down, enveloped in smoke and heavy flames. Casey's ship on a heading of 164 degrees. Visibility good. Claimed by T/Sgt. P.D. Small, Tail Gunner, Corroborated by Ball Turret Gunner, T/Sgt. T.H. Ray. Interrogating officer states "Judging from the description and crew comments, this is a valid claim for a destroyed."

RECORDED  
A  
JUL

2. At approximately 11:15, near Wilhelmshaven, at a height of 23,000 feet, our aircraft 251, Lt. Buddenbaum, damaged a FW 190. Enemy aircraft attacked from 4 o'clock on the level. S/Sgt. Robert S. Liscavage fired at E/A first at about 500 yards. Tracers from two continuous bursts entered the engine and cockpit. The plane went into a slow spin, out of combat "like a paper falling" and did not regain equilibrium. S/Sgt. Liscavage watched the E/A until it was about 5000 feet from the ground and it was still spinning. Other occupation prevented him from further observation. Visibility good. Claim by S/Sgt. Robert S. Liscavage, Ball Turret Gunner. No corroboration.

JOHN H. WRIGHT  
Major, Air Corps,  
S-2

TELEPHONE REPORT

1. Name of primary target Bremen Number of A/C attacking 0
2. Name of secondary target Wilhelmshaven Number of A/C attacking 13 -
3. Name of L.R. target Emden Number of A/C attacking 0
4. Target of opportunity ~~Germany~~ <sup>Convoy</sup> Number of A/C attacking 0
5. Units participating 367<sup>(2)</sup> 368 - 369 - 423
6. Number of A/C taking off 17
7. Number of A/C returning early 3 - 1 landed away - did not Alcoubury - attack coming back
8. Number of A/C lost or missing so far as known 0
9. Results of bombing: good  fair  poor  nil
10. Number of casualties: killed 0; wounded 0; missing 0.
11. Enemy air opposition: considerable  moderate  slight  nil
12. Flak: intense  moderate  slight  nil
13. Observed fighter support: 0

14. Weather as it affected the mission: Cloud over primary - Spotty overcast at secondary with smoke screen in operation.

15. Flash observations of outstanding importance None - Convoys

Telephoned to Lt John by Bernard Fisher  
 Timed 417; Date 26-2-41

THU VIA GPH ALC NR ALC 7/26 1545A/26 PRIORITY

F0221D

A. C.D. BRISCOE 1ST LT

B. 306TH 369TH 22978A

C. 1408 ALCONBURY

D. OUT OF GAS

E. 4 FLAK HOLES, 1 MACHINE GUN HOLE, ALL MINOR

F. RETURNING IMMEDIATELY

G. NONE

H. FROSTBITE: 1 MAN ON EAR: 1 MAN ON FINGER: 1 MAN ON FACE

J. 1. YES, LAST RESORT 1124, 20500

2. NO

3. JETTISONED

4. NONE

5. 14 PLANES NO CLAIMS

COBOMGP 92

CB VA

KJXK

GPH R..1620A/26 AMM VA++

26.2.43

22

over the target area at Wilhelmshaven but it was uncertain whether AA fire or E/A action was responsible. Another B 24 was observed in trouble and heavily besieged by E/A at 1219 on the way out from the target. When last observed by our group before going into a cloud the location of the B 24 was reported as 53° 54' N; 03° 55' E.

7. None

8. Smokescreen at Emden very effective. Smoke screen at Wilhelmshaven not effective. Balloons seen over Wilhelmshaven.

(B) 1 - 17

2 - 4

3 - Bremen - 0

4 - Wilhelmshaven - 13

5 - Emden - 0

6 - Convoy - 1 bomb dropped by one ship, no results observed.

7 - 0 ~~XXXXXXXXXXXXXXXXXXXXXXXX~~

8 - 0

9 - 0

10 - 0

11 - 0

12 - 10 x 500 Demo, M 43, 1/10 nose, 1/40 tail

13 - 129 x 500 at Wilhelmshaven, 1 x 500 at convoy

14 - 10 x 500 jettisoned at Wash

15 - 30 x 500 Demo M 43

16 - 0

17 - 0

18 - 0

19 - 0

20 - Altitude, 22,800 Time 1123 Target Wilhelmshaven

For the Commanding Officer

*John B. Wright*  
John B. Wright  
Major S-2

1750  
P.M.

RECEIVED  
1743  
THOMAS LEIGH

(2)

RAF - MOI - CIV - THU - PNT - USE VIA PNT V GPH HQ CPH 27 OPS  
URGENT SECRET 2300A/25  
SENT IN CLEAR AUTH A-3

2-26-43

10W F-436-F

FIELD ORDER NO. 105

1. NONE.
2. A. PRIMARY TARGET: BY 4772 AP A.  
B. SECONDARY: GR 3590. AP 040105. P.S.P. EAST.  
C. LAST RESORT: GH 5477 AP 170100 DSG, OR ANY GERMAN CITY.
3. A. 102CW WILL LEAD 101CW USING MAXIMUM EFFORT. SECOND WING WILL JOIN AND FOLLOW FIRST WING AT FALKENHAM.  
B. 102CW PROCEED TO PETERBOROUGH AT 15,000 FT. AT ZERO MINUS 17 MIN TO FALKENHAM AT 15,000 FT AT ZERO MINUS 5 MIN TO CROMER AT ZERO HOUR. 101 CW JOIN 102 CW ON LINE PETERBOROUGH-FALKENHAM.  
C. ROUTE OUT: DEPART CROMER AT ZERO HOUR TO 54 DEG. 30 MIN N. - 7 DEG. 0 MIN. E. TO DALTRIM ISLAND TO I.P. AT 18 MILES SOUTH OLDENBURG TO TARGET. START CLIMB SO AS TO REACH CRUISING ALTITUDE BEFORE REACHING FIRST TURN. 101 CW TO FOLLOW 102 CW IN COLUMN AT APPROXIMATELY 5 MILES DISTANCE.  
D. AXIS OF ATTACK: GENERALLY 35 DEGS OR AS DETERMINED BY LEAD GROUP. LEAD GROUP TO FIRE RED FLARE WHEN APPROACH TO PRIMARY OR SECONDARY TARGET IS STARTED.  
E. RALLY: LEAD GROUP TURN SLIGHTLY RIGHT AFTER BOMB RELEASE AND THEN A LEFT TURN WHEN OUT OF FLAK AREA. ALL GROUPS TO WITHDRAW FROM FLAK AREA ON A COURSE BETWEEN 45 DEGS AND 90 DEGS. RALLY ON LINE TARGET TO 15 MILES N. WESERMUNDE.  
F. ROUTE BACK: TARGET TO 15 MILES N. WESERMUNDE TO 54 DEGS 30 MIN N - 6 DEGS. 0 MIN E. TO CROMER TO BASE. LEAD GROUP TO BEGIN DESCENT XXX DESCENT TO TOP OF CLOUDS AFTER WING HAS REFORMED INTO DEFENSIVE XXX DEFENSIVE FORMATION.

G. ALTITUDE:

CRUISING	102 CW	25,000 FT.
	101 CW	25,000 FT.
	2ND WING	25,000 FT.
BOMBING	102 CW	23,000 FT.

270 WINDS 27,000 FT.

BEGIN DESCENT TO BOMBING ALTITUDE WHEN 5 MINUTES FROM 12 AT 500 FT P/M. BOMB DOORS TO BE OPENED WHEN DESCENT IS STARTED AND GROUPS SHOULD THEN GO INTO COLUMN AND REMAIN IN COLUMN FOR BOMBING RUN.

H. BOMB LOADING: ALL A/C 10X500 LB. GP 1/10 SEC NOSE 1/40 SEC TAIL FUSE.

- Y. 1. LEAD GROUP CRUISE 160 IAS TO TARGET. DESCEND AT 170 IAS AND 150 IAS ON ROUTE BACK.  
2. ALL ALTIMETERS SET ON 29.92.  
3. ZERO HOUR 0930 BST 26 FEB 43.  
4. TIME SCHEDULE.

CROMER	ZERO HOUR
54 DEG 30 MIN N	
07 DEG 00 MIN E	ZERO PLUS 58
BALTRUM	ZERO PLUS 73
18 MI. S. OLDENBURG	ZERO PLUS 88
TARGET	ZERO PLUS 93
15 MI NE WESERMUNDE	ZERP PLUS 104
CROMER	ZERO PLUS 240 (APPROX.)

4. NORMAL

5. A. SEC 'U' ME/DE

B. BOMBER TO BOMBER 5010 7 KCS

C. NO VHF

D. LAY BEAMS ON FROM ZERO PLUS 90 MIN TO ZERO PLUS 270 MIN.

'B' QTE 52

'D' QTE 72

E. SPLASHER BEACON NO 5 ON FROM ZERO MINUS 90MIN TO ZERO PLUS 30 MIN AND NOS 4 AND 7 ON FROM ZERO PLUS 180 MIN TO ZERO PLUS 300 MIN.

F. CALL SIGNS.

305 PINEAPPLE ONE

303 PINEAPPLE TWO

91 PINEAPPLE THREE

306 PINEAPPLE FOUR

G. GROUP INXXX IDENTIFICATION SIGNALS

305 RED YELLOW

303 YELLOW

306 RED GREEN

91 GREEN

H. IF ABANDONING MISSION USE PHONETIC APXXX ALPHABET OF BOMBER CODE IN EFFECT TRANSMITTED ON 5010KCS.

CORONWIG ONE

HOLD

OPERATIONS SECTION (to be filled in while planes are away).

306

369

25086-

J

26/2/42

(Group)

(Squadron)

(A/C No.)

(Letter)

base (Date)

Lead-

800

1336 145

(Position in formation)

(Time took off)

(Time landed) \*

\*filled in by S-2.

2.	Jerry	Pilot	Gordon	Top Turf
	Howard	Co. Lt.	Pappas-	Ball Turf
	Brown	Navig.	Hightam	n. Turf
	Colantoni	Bomber.	Civinski	L. Turf
	Lightbourn	Radio	Pederson-	Tail Gu.
			Stanko - Nose (Right)	

INTELLIGENCE SECTION (to be filled in from interrog. of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

Saw 30-4/2 15 Twin. ~~60 minutes from~~

(Estimated total no. of E/A seen) (Types)

off ~~base~~ Holland Coast between Texel + Ameland

(Location and length of fight)

(formation too close to coast) Didn't attack - Had fighters along until 15 minutes after sunset - Breaker half hour - then twin engines come up.

(Tactics of E/A)

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

Twin Engines silver - wings - Looked like Red circles on some ships - 4/2 Looked like British markings

(Our defensive action)

2. FIGHTER SUPPORT

None -

17 Spitfires met them on Coast of England (40 minutes early)

3. FLAK (Give time, place, height of our  $\sqrt{0}$ ; Intensity of Flak, its accuracy and appearance, and any crew operations about the flak).

Moderate to Heavy - Range good Deflection off -  
Accurate Island - Wilhelmshaven - 10 minutes -  
Block from Islands -

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

Smoke screen working - not effective - <sup>due to</sup>

Hit # 4 dock with bombs -

Convoy at - 10<sup>45</sup> - 11 ships

11<sup>35</sup> SW

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

① Cargo ships

Convoy -

None -

6. CREW SUGGESTIONS AND COMMENTS:

Better Group Assemblies

Quick Decision on choice of target

Should have hit dock immediately after leaving

target  
Cruised too fast going in.

Groups not covering own stragglers -

1 B17 - 4 chutes - Target

2 - 24's - one down  
one # 4 on fire

S-2 OFFICER

Time Completed

245

Dennis J. Fisher

3 parachutes from B17 - 5 minutes before target  
B17 went down - wing fell off - 10 minutes before target  
1 - B17 aborted just before general load with fuel tanks around.

1. OPERATIONAL SECTION (to be filled in while planes are away).

1. 306 308 465 M Feb. 26-43  
 (Group) (Squadron) (A/C No.) (Letter) (Date)  
Left 8:00 clock 1:45 p.m.  
 (Position in formation) (Time took off) (Time landed) \*

\*filled in by S-2.

2. Lt Seelos Pilot S. Glenn Koski Top Turb  
Lt Kramarinko Co'rt. S. Magee Bell Tur  
Lt Carl Jones Navig. S. E. H. Small R. Waist  
Lt W. Saunders Bombr. S. Crowther L. Waist  
S. Keskey Radio S. W. E. Baker Tail Gun

3. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

30 - 35 2. Twin Engines: Unmanned F.W's.  
 (Estimated total no. of E/A seen) (Types)

Portum - 10 F.W's app. saw 1 HE 113 after W/Flt Haven  
 (Location and length of fight)  
6 or seven coming from direction of Bremen. Remainder scattered.

(Tactics of E/A)

no nose attacks: some high: mostly low: some from tail  
attacked cripples - mostly B-24 saw B-17<sup>90 down</sup> at Portum: 2 B-24's near target  
 (Color, markings, etc. of E/A) saw B-17 90 down near target

Black: mostly grey: markings difficult to see due to distance  
 (Our defensive action).

2. FIGHTER SUPPORT

none

3. FLAK (Give time, place, height of our A/C, Intensity of flak, its accuracy and appearance, and any crew operations about the flak).

- (1) in. at least 11:10. 25,000. light. Black inaccurate below.
- (2) target 11:29. <sup>23,500</sup>~~25,000~~ heavy, black, accurate - level
- (3) way home coast <sup>11:32</sup> 21,000 heavy, black & white, accurate.  
Heavy and accurate.

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

raw Convoy 54 08 E6 42 going East, about 30 going about 15 knots

raw group of 5 ships 57:00: E7 40 going S.E. probably mine sweepers.

raw 4 gun bursts simultaneously over target

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

none

6. CREW SUGGESTIONS AND COMMENTS:

too many bombs hung up on other A/C  
spread out group yet give close support  
more bomb sights.

S-2 OFFICER

Jeremiah F. O'Sullivan

Time Completed

1. OPERATIONS SECTION (to be filled in while planes are away).

306 469 28404 B. 26/2/45  
 (Group) (Squadron) (No.) (Letter) (Date)  
 #7 1st Element 1st Squadron 8:01 1345 1400  
 (Position in formation) (Time took off) (Time landed) \*

\*filled in by S-2.

2. Lt. Malyszewski	Pilot	Sgt. Fatigati	Top Tur.
Lt. Watson	Co'rt.	Sgt. Owens	Ball-Tan.
Lt. Schulstad	Navig.	Sgt. Williams	R. Waist
Sgt. McDonald	Bombdr.	Sgt. Fowler	L. Waist
Sgt. Greene	Radio	Sgt. Daly	Tail Gun.

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

28 5/8 and 10 1/8 ME 210 - FW 190 + ME 109  
 (Estimated total no. of E/A seen) (Types)

Stayed about 200 yds away. Encountered E/A before  
 (Location and length of fight)

target and about 40 minutes after.

Mostly from 3:00 o'clock, others 6 and 9:00 o'clock

(Tactics of E/A)

to far away  
 (Color, markings, etc. of E/A)

none  
 (Our defensive action).

2. FIGHTER SUPPORT

Could see none.

3. FLAK (Give time, place, height of our A/C, intensity of flak, its accuracy and appearance, and any crew operations about the flak).

First encountered over Nordney Island  
Flak heavy but intense, accurate as to height but not direction.  
After leaving target very heavy but inaccurate

4. CREW OBSERVATIONS (Give any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airfields, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.)

Convoy war vessels 11:45 position  $53^{\circ}50'N \times 6^{\circ}E$ . (15 ships)

" Merchant ships 11:55 "  $53^{\circ}50'N \times 6^{\circ}30'E$ . (7 ships)

Observed 1/4 take off. Terschelling Island 10:33

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

Sgt. Owens B/T. Electrical Burn in foot

" Fowler F/W. Little finger left hand frozen

6. CREW SUGGESTIONS AND COMMENTS:

Landed with gas estimated sufficient to fly about another hour and half.

After run on target B/T turning under for cover, one of parachute came out. All engines running.  
Some time before target 10 minutes saw B/T go down #4 engine on fire then exploded and right wing came off dove straight down 2000 ft. chute.

S-2 OFFICER

Capt. W. G. Lass

Time Completed

70 minutes

INT-OPS INTERROGATION FORM

OPERATION SECTION (to be filled in while planes are down).

1. 306      308      514      K      26/2/43  
 (Group)    (Squadron)    (A/C No.)    (Letter)    (Date)

? TARGET # 4 LEFT LOW      0800      1355  
 (Position in formation)    (Time took off)    (Time landed) \*

\*filled in by S-2.

<u>LT. G.V. LALLY</u>	<u>Pilot</u>	<u>S/S J.R. DOW</u>	<u>NARD</u>	<u>Top Tur</u>
<u>" M.V. JUDAS</u>	<u>Co't.</u>	<u>S/S J.R. GRAZIANO</u>		<u>Ball Tur</u>
<u>" F.E. <del>DAW</del> ROSS</u>	<u>Navig.</u>	<u>S D.R. HUDDLE</u>		<u>n. Tur</u>
<u>" F.G. DANIELS</u>	<u>Bomber.</u>	<u>S/S L. OFF</u>		<u>L. Tur</u>
<u>T/S R.F. NELSON</u>	<u>Radio</u>	<u>S/S R.J. MCKEAG</u>		<u>Tail Gun</u>

INTELLIGENCE SECTION (to be filled in from interrogation of crews).

ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

30-35      J88, Me109, FW190, Me110  
 (Estimated total no. of E/A seen)    (Types)

NONE THREE ATTACKS - 1 at target  
 (Location and length of fight)

one burst from nose, 2 top turret target area  
after target

didn't come very close, were attacking  
 (Tactics of E/A)

B 24's from underneath two at one time

mostly black, some silver  
 (Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

NONE

2. FLAK (Give time, place, height of our A/C, Intensity of Flak, its accuracy and appearance, and any crew operations about the flak).

2 bursts coming in, target - accurate as to height  
mod. to intense, three holes - wing (2) waist (1)  
all small. - off to right, some low

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

smoke screen was starting up - fairly well  
12-18 ships - headed SW 18 miles of Selezolay  
dropped a bomb - no results observed

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

NONE

6. CREW SUGGESTIONS AND COMMENTS:

air speed was too slow - stayed at  
altitude too long - bucked head wings

S-2 OFFICER

R. Skalak LtAC

Time Completed

1455

OPERATION SECTION (to be filled in while planes are away).

306 367 306 P 26 Feb  
(Group) (Squadron) (A/C No.) (Letter) (Date)

(Position in formation)

(Time took off)

(Time landed) \*

\*filled in by S-2.

2. Buekey	Pilot	Klusick	Top Turret
McKain	Co't.	Hicks	Ball Turret
Counsellmagnus	Navig.	Standish	R. Waist
<del>Coons</del> Coons	Bomber.	Miller B. Jr.	L. Waist
Brown H.M.	Radio	<sup>EE</sup> D.E. Kennedy	Tail Gun

INTELLIGENCE SECTION (to be filled in from interrogation of crews).

ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

20 - ME 109's and FW's 190.

(Estimated total no. of E/A seen) (Types)

2 Tail attacks on way back considerable  
(Location and length of fight) distance out to sea.

(Tactics of E/A)

\* Tail attacks on us.

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

Silver noses on FW's (Few came in close enough to see.)

(Our defensive action).

2. FIGHTER SUPPORT

3. FLAK (Give time, place, height of our A/C, intensity of flak, its accuracy, appearance, and any crew operations about the flak).

Light over islands going in  
~~flak~~ Intense and accurate over target.

Moderate over islands on way out. Also fired at by  
flak ships.  
Very slight flak damage.

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

Saw convoy at 1043 heading about 70°. Looked  
like 20-25 MV's.

B24's were all over sky.

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None.

6. CREW SUGGESTIONS AND COMMENTS:

S-2 OFFICER

Wright

Time Completed

1445

1. OPERATIONAL SECTION (to be filled in while planes are away).

1. 306 (Group) 708 (Squadron) 251 (A/C no.) L (letter) Feb 26 43 (Date)  
no 2 (Position in formation) 8 o'clock (Time took off) 2 p.m (Time landed) \*

\*filled in by S-2.

2. <u>Lt Buddenbaum</u> Pilot	<u>Sgt Guthrie</u> Top Tur
<u>Lt. Ryan</u> Co. Lt.	<u>Sgt Liscavage</u> Ball Tur
<u>Lt W. D. Biggs</u> Navig.	<u>Sgt Chialund</u> d. waist
<u>Lt V Sgt R K Banks</u> Bomber.	<u>Sgt Moraitz</u> L. waist
<u>Sgt Horstmann</u> Radio	<u>Sgt E. E. Smith</u> Tail Gu.

INTELLIGENCE SECTION ( to be filled in from interrogation of crews).

2. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

35 (Estimated total no. of E/A seen) single engine - few T. E. (Types)

(Location and length of fight)

North sea before coast  
mostly over Germany  
North sea on way home

(Tactics of E/A)

no nose attack: stayed at about 800 yds.

attacked B-24's from all angles.

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

grey - not close enough to observe markings

(Our defensive action).

Came down at 2000 ft per minute rather than 500

2. FIGHTER SQUAD

None

1. FLAK (Give time, place, height of our A/C, Intensity of Flak, its accuracy and appearance, and any crew operations about the flak).

- <sup>in</sup>  
(1) coast: 11 p.m. 25,000 light-heavy, Black, inaccurate  
(2) target: 11:21, 23,000 moderate-heavy, Black, accurate  
(3) home: coast 11:35, 21,000 light-heavy, Black, accurate.

4. CREW OBSERVATIONS (Give any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.).

Raw convoy near Borkum about 6 ships  
Raw convoy of about 25 ships near land, going East.

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None

6. CREW SUGGESTIONS AND COMMENTS:

more bombardiers than two per sq. in  
case of abortion.

S-2 OFFICER

Jeremiah F O'Sullivan

Time Completed

OPERATION SECTION (to be filled in while planes are away).

306 368 124 507  
(Group) (Squadron) (A/C no.). (Letter).  
Feb. 26  
(Date)  
No 3 to halfway across N. Sea then 8:12 13:50 approx  
(Position in formation) No 1 (Time took off) (Time landed) \*

\*filled in by S-2.

2. M.E. Reber	Pilot	S/S R.B. Scotland	Top Turb
1st Lt F.D. Gilleghy	Co'Pt.	S/S C.C. Kemberling	Ball Tur
2nd Lt G. Berger	Navig.	Sgt M.W. Goss	R. Waist
T/S C.A. Christian	Bomber.	S. L.C. Lemmerhirt	L. Waist
T/S W.C. Ormond	Radio	S/S E.H. Brutzman	Tail Gun

INTELLIGENCE SECTION (to be filled in from interrogation of crews).  
ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

About 40

(Estimated total no. of E/A seen) (Types)

12 FW's off Schiermonnikoog 10:37 for about 15 min  
(Location and length of fight)

about 10 Me's + FW's around target

after (J u 88's went for B-24's from tail - stragglers target) Me 110's " " " " " " " " " " " "

(Tactics of E/A) - afterwards over water // a few attacks from 10 o'clock + // low by Single Engines //

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

Planes all silverish - except 1 yellow nose FW red + gray FW  
(Our defensive action).

2. FIGHTER SUPPORT

None

4. FLAK (Give time, place, height of our A/C, Intensity of Flak, its accuracy and appearance, and the crew operations about the flak).

1st. Bathram - Low moderate

2nd. Target - accurate all around - all black

3rd. Around Schilling - <sup>or gray - intense</sup> inaccurate - moderate

Flak all the way from target to water

5. CREW OBSERVATIONS (Give any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.).

Flak not barrage like St. Nazaire

but single bursts accurate -

only 1 hole in tail

6. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None

7. CREW SUGGESTIONS AND COMMENTS:

Formation highly confused - Groups piled up together -

S-2 OFFICER

A. W. Weld

Time Completed

INT-OPS INT-INTERROGATION FORM

1. OPERATIONS SECTION (to be filled in while planes are away).

1. 306      969      124488      F      8.6/2/43  
 (Group)      (Squadron)      (A/C no.)      (Letter)      (Date)  
Leading, 2nd Flight 1st Sq.      0805      1350  
 (Position in formation)      (Time took off)      (Time landed) \*

\*filled in by S-2.

2. Lt. W.J. CASEY	Pilot	1st Sgt. W.C. ELLIOT	Top Turb
Lt. K.G. ROSS	Co'lt.	1st Sgt. T.H. RAY	Ball Tur
Lt. W.H. OWENS	Navig.	Sgt. R.G. HARRIS	a. Waist
Lt. M.A. PHILLIPS	Co'odr.	1st Sgt. J.L. BURCYM	L. Waist
1st Sgt. M.J. BECOWETS	Radio	1st Sgt. P.D. SMALL	Tail Gun

Rooney - Correspond.

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

40-50      mostly Mc-109      Some JUBBS  
 (Estimated total no. of E/A seen)      (Types)  
Near Barkum - to target and most of way home.  
 (Location and length of fight)

Nothroy orthodox - came from any direction  
 (Tactics of E/A) no slow rolls - most started above.

Some were black - some had grey green - some silver.  
 (Color, markings, etc. of E/A)  
One had tail + fins and midges - painted white.  
 (Our defensive action). Evasive action + mg. fire.

2. FIGHTER SUPPORT

A large formation of 12 Twin eng. were headed out as we crossed the coast of G. on way back.

3. FLAK (Give time, place, height of our A/C, Intensity of flak, its accuracy and appearance, and any crew operations about the flak).

DORNUM 1100 hrs. 25500' - H-S. - Below + to our right. - Black

Target. - 150-140-23000' - H-Int. <sup>Very</sup> Acc. asto. height & direction - Black.

WANGROOGE IS. 1215 - 20000' - H-DI. - Acc. Asto height & direction. Black

→ Not as much as at St Nazaire but it covered a much larger area.

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

Balloons - 100 - over target area - 5000' high -

Convoy - ~~12~~ <sup>12</sup> ships - <sup>large</sup> N of Ameland I - 80° heading -

6 ships - (small) near Borkum - 80° heading.

6 large ships - SW of Heligoland - 250° heading.

5. CASUALTIES. (Give name, position in A/C, type of injury, and cause.)

W. M. A. Phillips - Bombardier - frozen fingers -

6. CREW SUGGESTIONS AND COMMENTS:

Suggest that they cruise at a lower altitude.

How about some heat in the plane!!

Flak - small holes on R-wing - nose - fuselage.

S-2 OFFICER

S. J. Owe.

Time Completed

1515

1. OPERATIONAL SECTION (to be filled in while planes are away).

1. 306 369 124560 D 26-7/43  
 (Group) (Squadron) (A/C No.) (Letter) (Date)  
#2 Second Elc Read Sq. 8<sup>00</sup> 145  
 (Position in formation) (Time took off) (Time landed) \*

\*filled in by S-2.

2. Hennissy Pilot Willy Top Turb  
Rittlejohn Co'pt. Fann Ball Tel.  
C. F. Jones Navig. Spelman a. waist  
Zinkovitch Bomber. Meaux L. Waist  
Drummen Radio Frombley - Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

How (17) Under attack on way in and out -  
 (Estimated total no. of E/A seen) (Types)  
10<sup>00</sup> to 12<sup>00</sup> Null from after target to  
 (Location and length of fight)  
middle channel - No attacks on this ship -

(Tactics of E/A)

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

(Our defensive action). Slow WE 210's

2. FIGHTER SUPPORT

None -

3. FLAK (Give time, place, height of our A/C, Intensity of flak, its accuracy and appearance, and any crew operations about the flak).

Damned accurate and fairly heavy -  
over target and over Islands on way out

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

Smoke screen <sup>debut work</sup> - balloons near target -

No observation on boats. 015 Mag -  
40°

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None -  
Convoy 11 - ships - 090 true  
1045 - altitud count. to 20°  
23000 -  
Convoy 11 25 9 ships 090  
Convoy 5 - 1140 off shores  
290°

6. CREW SUGGESTIONS AND COMMENTS:

Bombed @ 23000  
25 -  
Stayed up too long after getting  
out over North Sea -  
Bombed 11

Eds Ender went to south of Ender then  
Smoke screen came back  
working

S-2 OFFICER

*Barnes*

Time Completed

300

INT-OPS INTERROGATION FORM

1. OPERATIONS SECTION (to be filled in while planes are away).

1. 306      423      25720      Y      26/2/43  
 (Group)      (Squadron)      (A/C No.)      (Letter)      (Date)  
#4 - head of 2nd Element      0808      1853  
 (Position in formation)      (Time took off)      (Time landed) \*

\*filled in by S-2.

2. Lt. P.S. CHECK Pilot      T/sgt N.M. SAWICKI      Top Turf  
Lt. R.K. O'HARA Co. Lt.      S/sgt. W.J. BIELOGA      Ball Turf  
Lt. M.P. Blanchette Avig.      S/sgt. J.A. Bobbett      R. Waist  
Lt. C.J. TRAVIS Bomber.      T/sgt. M. Roskovitch      L. Waist  
T/sgt. W.T. Johnson Radio      S/sgt. J. Webb      Tail Gun

3. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

4. ENEMY FIGHTER COMPOSITION (Use separate combat form for each combat).

25-30      FW 190      and a few      (ME 110 possibly)      MC 210  
 (Estimated total no. of E/A seen)      (Types)

Started near Terschelling Island and then followed  
 (Location and length of fight)  
All the way in and ~~at~~ within 45 min. of coast on way back

5. Tactics of E/A

No nose attacks today - - from 6-3 o'clock  
and from 6-9 o'clock - some above and below - non  
 (Color, markings, etc. of E/A)      level.  
Twin engines were silver - also some FW's were silver  
 (Our defensive action). some had blue + some yellow noses.

6. FIGHTER SUPPORT → Regular evasive action

Spits (25) going out as we crossed coast on  
way back

FLAK (Give time, place, height of our A/C, Intensity of Flak, its accuracy and appearance, and any crew operations about the flak).

Kangaroo Island - 1110 - 25000 ft. - H-Slight - Inaccurate - but alt was good  
TARGET - 1122 - 23000' - H - Antenna - Acc. as to direction  
WARREROOC - 1140 - 22000' - H - Slight - low accuracy, direction

4. CREW OBSERVATIONS (Give any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity of airbases, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks; new enemy installations, etc.).

B target - about 5000'

1045 Ships - Convoy - (10 ship) - merchant? - Heading 90° - near Terschelling  
Large ship near Barkum Island - Heading 170°

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

Frozen Foot - S/Sgt. J. Webb - Tail gunner -  
He said that his foot suit shoes were not working.

6. CREW SUGGESTIONS AND COMMENTS:

Get a leader ~~that~~ who can lead a wing formation -  
climb was poor, etc. =

Minor Flack holes in both wings + tail

S-2 OFFICER J. [Signature]

Time Completed 1445

(10) ✓

INT-ONE INTERROGATION FORM

OPERATION SECTION (to be filled in while planes are away).

306	423	180		26/2/43
(Group)	(Squadron)	(A/C No.)	(Letter)	(Date)
# 1 - 423 SQDN		0805		1340
(Position in formation)		(Time took off)		(Time landed) *

\*filled in by S-2.

2. CAPT J. L. LAMBERT Pilot	T/S A. BEZAK	Top Tur.
CAPT R. W. SMITH Co'rt.	S/S H. V. WILSON	Bull Tur.
LT. O. B. TILLERY Navig.	S/S J. M. WENTWORTH	d. Waist
LT. E. W. FORD Bombdr.	S/S W. W. HART	L. Waist
T/S J. K. KIRN Radio	S/S C. M. COUNTS	Tail Gu.

INTELLIGENCE SECTION (to be filled in from interrogation of crews).  
 ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

20 S/E      15 TWIN/E (OVER SEA)  
 (Estimated total no. of E/A seen)      (Types)

NO ATTACKS  
 (Location and length of fight)

more beam than frontal attacks - not  
 very experienced, few attacks pressed home  
 except on stragglers

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

(Our defensive action).

2. FIGHTER SUPPORT

NONE

3. FLAK (Give time, place, height of our A/C, Intensity of Flak, its accuracy and appearance, and any crew operations about the flak). *Black white*

*Join' in few bursts at islands - to right*  
*MOD TO INT. AT TARGET, WAS GOOD, ALSO PAST TARGET*  
*GOING OUT - FLAK SHIPS (6 TO 8) SOME VERT CLOSE*  
*2-3 SMALL HOLES - ONE HIT OXYGEN BOTTLE*  
*IN NOSE*

4. CREW OBSERVATIONS (Give any observations of military importance such as balloons, decoys, dummies, camouflag, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.)

*HUY. SMOKE SCREEN OVER TARGET - GOOD*  
*DUE TO TIME,*

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

*NONE*

6. CREW SUGGESTIONS AND COMMENTS:

*Evasive action was good*  
*New sys. involves too much motion round*

S-2 OFFICER

*R. Skalak LtAC*

Time Completed

*1420*

1. OPERATION SECTION (to be filled in while planes are away).

306      423      671      \_\_\_\_\_      2/26/43  
 (Group)    (Squadron)    (A/C No.)    (Letter)    (Date)  
 2 in 2nd Squadron      \_\_\_\_\_      \_\_\_\_\_  
 (Position in formation)    (Time took off)    (Time landed) \*

\*filled in by S-2.

George	Pilot	MacGregor	Top Turb
Malin	Co'rt.	McKENNAN	Ball Tur
SIMMONS	Navig.	BERANS D	W. Waist
WARNER M.V.	Bomber.	Kost.	L. Waist
Thornton	Radio	Lamb.	Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

35      FW 190 mostly      ME 109s  
 (Estimated total no. of E/A seen)    (Types)  
 All along the Dutch Coast      On way in & out  
 (Location and length of fight)

Came mostly from 3 to 6 o'clock but mostly stayed out 800 yds.  
 (Tactics of E/A)  
 as

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

(Our defensive action).

2. FIGHTER SUPPORT

3. FLAK (Give time, place, height of our A/C; Intensity of Flak, its accuracy and appearance, and any crew operations about the flak).

Little on Baltimore (one burst or so).

Target: Extreme - fairly accurate. - about five holes in enemy net regions.  
Had flak all the way out to ocean. + some from tip of island on way out.

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

Enemy seen (4) ships) 20. N.W. of Baltimore. (N.W. of Baltimore heading N.W.)

All ships in harbor.

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None

6. CREW SUGGESTIONS AND COMMENTS:

Groups are flying too close or too far apart.  
Attack: GA would fire between. Fly between groups which were so close that group behind was in range. Either spread out or come even closer together.

S-2 OFFICER

Eustace Baldwin

Time Completed

2:50

ANTI-OPS INTERROGATION FORM

1. OPERATIONAL SECTION (to be filled in while planes are away).

1. 306      423      714      ~~2~~  
 (Group)      (Squadron)      (A/C No.)      (Motor).

Feb 26, 1943  
 (Date)

#3 in lead of Pt Squadron.  
 (Position in formation)

(Time took off)

(Time landed) \*

\*filled in by S-2.

2. <u>Johnson</u>	Pilot	<u>Alleman</u>	Top Turret
<u>Kelley</u>	Cof. rt.	<u>Hobbs</u>	Ball Gun
<u>Pollock</u>	Navig.	<u>Smith R.J.</u>	R. Waist
<u>Phelan</u>	Bombdr.	<u><del>Head</del> HENN</u>	L. Waist
<u>Beam</u>	Radio	<u>Gibson</u>	Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

30 seen.      F.W. 190      ~~ME 109~~  
 (Estimated total no. of E/A seen)      (Types)

No attacks on this plane claimed.  
 (Location and length of fight)

Several coming up from bottom (not in our formation)

(Tactics of E/A)

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

(Our defensive action).

2. FIGHTER SUPPORT

3. FLAK (Give time, place, height of our A/C, intensity of flak, its accuracy and appearance, and any crew operations about the flak).

Slight on east wing in

Target Heavy. Inaccurate, some below & most out to side 3 or 4 small hits  
On top of island in my net. Make some flak position. Also flak ships?  
Schilling & Smith in cockpit. Large battle at Schilling

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

Smoke screen, and 12 balloons (put on top of clouds. all at  
Wilhelmshaven

30 ship Convoy seen 11:45 course 60° off of island by Enderm

5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)

None

6. CREW SUGGESTIONS AND COMMENTS:

None

S-2 OFFICER

Fred Waldern

Time Completed

2:40

Group 30 1st Casuals

Date 26/2/43

Squadron 309

Place where attacked Near target

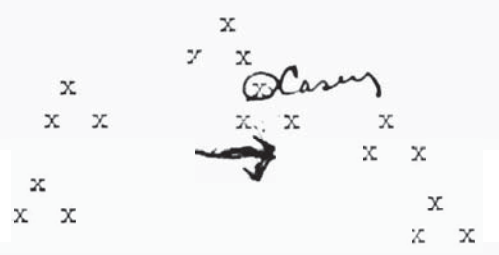
A/C No. 17458

Time 1145 Height 23000'

1. Story of the attack ME109 - attacking a formation of B-24's behind us. At 700 yd - 6 Td clocks - level - Spied <sup>about</sup> 70 rounds - There was a large flash and he went straight down, enveloped in heavy black smoke and flames -

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

2. Diagram of Attack:



On Diagram, show

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

Data on Combat

- a. our heading 164°
- b. visibility Good
- c. type of E/A ME109
- d. level of attack:

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level  \_\_\_\_\_  
 below \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A. (check one)

Names T/Sgt. P.D. Small

Positions Tail Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by T/Sgt. T.H. Ray

Position in A/C BAI. Turret

Other A/C firing at the same time? ?

5. Comments of the interrogator: This judging from the description and crew comments is a valid claim for a destroyed.

Time 1530 Interrogator S. G. W. E.

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

Group 306

Date July 26 43

Squadron 368

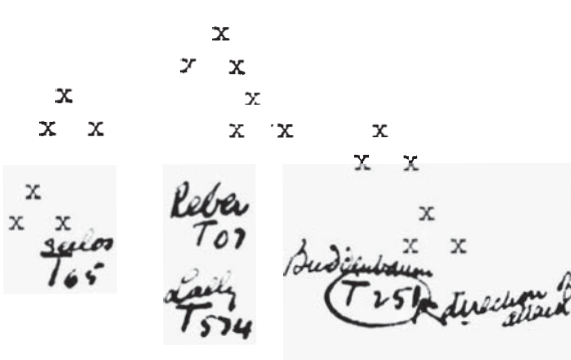
Place where attacked near Wilhelmshaven

A/C No. 251

Time app 1115 Height 23,000

1. Story of the attack F.W. 190 attacked from 4 o'clock on the level. S/Sgt Robert S. Liscavage fired at E/A first at about 500 yards. Tracers from two continuous bursts entered the engine and cockpit. The plane went into a slow spin, out of control "like a paper falling" and was did not regain equilibrium. S/Sgt Liscavage watched the E/A until it was about 5000' from ground & he was still spinning. Other occupation prevented S/Sgt Liscavage from further observation.  
 (Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show  
 a. which of our A/C was attacked;  
 b. direction of E/A attack;  
 c. sun position.

Data on Combat  
 a. our heading \_\_\_\_\_  
 b. visibility good  
 c. type of E/A F.W. 190  
 d. level of attack:  
 from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level level  
 below \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A. (check one)  
 Names S/Sgt Robert S. Liscavage  
 Positions Ball Turret Gunner

4. If E/A Was Shot Down or Damaged:  
 Corroborated by no corroboration  
 Position in A/C \_\_\_\_\_  
 Other A/C firing at the same time? none

5. Comments of the interrogator: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Time \_\_\_\_\_ Interrogator Jeremiah F. O'Sullivan

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