

To: C. G. 1st Bomb Wing, Attention A-2

INTELLIGENCE TELETYPE REPORT

1. A/C Missing, none. Returned Early, none. Landed away, one.  
Bomb load, 170 x 500 lb. Bombs jettisoned, none, bombs brought back, none.
2. ~~Not a bomb run~~ Unknown, due to overcast and smoke screen.  
Bomb run, approximately ~~1/2~~ half minute. Course 290 to 350 degrees.
3. Near Osnabr~~uck~~<sup>ck</sup> at 11:38, slight, inaccurate. At Target, Moderate, Accurate.  
Over Island off Coast, few odd puffs.
4. Continuous attack from 15 to 20 s.e. F. W. 190's and M.E. 109's, and  
from 10 to 12 JU 88's and M.E. 110's, from interior Germany to well out  
to sea on way home. Attacks half hearted over Germany, but vigorously  
pressed home by F.W. 190's over coast and out to sea. Claims to follow.

B

5. Three B 17's seen in distress, one near Osnabr~~uck~~<sup>ck</sup> around 11:38, cause  
unknown; one shot down by E/A right after bombing, ~~also~~ a third ~~observed~~  
observed turning back into enemy coast 25 minutes after bombing while  
under attack from E/A.
6. None
7. None affecting mission.
8. One A/C landed away due to one engine being shot out, #3 prop vibrating;  
oil line punctured. Most ships in formation have small holes due to  
flack or ~~1/2~~ enemy fighters.
9. Convoy of probably 20 ships sighted off Dutch Coast, <sup>on way in at 11:05</sup> heading south. One  
B 17, ~~is~~ aborted at this point, peeling away from formation, and dropping  
bombs on convoy before heading back toward base.

Route as ordered to Tessel, then north of course to ~~at~~ vicinity of ~~Osnabruck~~  
Osnabruck, then turned left to bomb release point, then along coast to  
Island (probably Vlieland) then to base. Our formation released bombs on  
leading group.

Smoke screen at bomb release point, actual location ~~unknown~~.  
Cameras in four planes, no pictures due to cameras ~~peel~~ peel

For the Commanding Officer

John B. Wright

Major A.C.

*from  
weather  
group*

GRU TUM NR TUM 12/4 1830Z URGENT NAT W/T  
TO: C.G. 1ST. COMB. WING, ATTENTION  
306 22 5-51-24 1 FEB. 1942

INTELLIGENCE TELETYPE REPORT

1. A/C MISSING, NONE, RETURNED EARLY, NONE, LANDED AWAY, ~~WAS~~ ONE BOMB. LOAD, ~~MINIMUM~~ 170 X 500 LB. BOMBS MISSED, NONE, BOMBS BROUGHT BACK, NONE.
2. UNKNOWN, DUE TO ~~SMOKE~~ OVERCAST AND SMOKE SCREEN. BOMB RUN, APPROXIMATELY HALF MINUTE. COURSE 290 TO 350 DEGREES.
3. NEAR OSNABRUCK AT 11:38, SLIGHT, INACCURATE. AT TARGET, MODERATE ACCURATE. OVER ISLAND OFF COAST, FEW ODD PUFFS.
4. CONTINUOUS ATTACK FROM 15 TO 20 S.E. E.W. 100'S AND N.E. 100'S AND FROM 10 TO 12 W. 88'S AND N.E. 110'S, FROM INTERIOR GERMANY TO WELL OUT TO SEA ON WAY HOME. ~~THE~~ ATTACKS HALF HEARTED OVER GERMANY, BUT VIGOROUSLY PRESSED HOME BY ~~THE~~ E.W. 190'S OVER COAST AND OUT TO SEA. CLAIMS TO ~~BE~~ FOLLOW.
5. THREE B-17'S SEEN IN DISTRESS, ONE NEAR OSNABRUCK AROUND 11:38, CAUSE UNKNOWN: ONE SHOT DOWN BY F/A RIGHT AFTER BOMBING, A THIRD OBSERVED TURNING BACK INTO ENEMY COAST 25 MINUTES AFTER BOMBING WHILE UNDER ATTACK FROM E/A.
6. NONE
7. NONE AFFECTING MISSION.
8. ONE A/C LANDED AWAY DUE TO ONE ENGINE BEING SHOT OUT, NO. 3 PROP VIBRATING: OIL LINE PUNCTURED. MOST SHIPS IN FORMATION HAVE SMALL HOLES DUE TO FLACK OR ENEMY FIGHTERS.
9. CONVOY OF PROBABLY 20 SHIPS SIGHTED OFF DUTCH COAST ON WAY IN AT 11:05 B-17 FROM ANOTHER GROUP ABORTED AT THIS POINT, PEELING AWAY FROM FORMATION, AND DROPPING BOMBS ON CONVOY BEFORE HEADING BACK TOWARD ~~THE~~ BASE.

ROUTE AS ORDERED TO ~~THE~~ TESSER, THEN NORTH ~~OF~~ OF COURSE TO VICINITY OF OSNABRUCK, THEN TURNED LEFT TO BOMB RELEASE POINT, THEN ALONG COAST ~~TO~~ TO ISLAND (PROBABLY VLIELAND) THEN TO BASE. OUR FORMATION RELEASED BOMBS ON LEADING GROUP.

SMOKE SCREEN AT BOMB RELEASE POINT. ACTUAL LOCATION UNKNOWN.

CAMERAS IN FOUR PLANES. NO PICTURES DUE TO CAMERAS FREEZING.

JOHN B. WRIGHT

MAJOR A.C.

S-2

1 FOLLOWED THREE HUNDRED SIXTH

HOLD  
CC IN PARA 8 WR BEING... ENGINE  
CC IN PARA 9 WR 20 SHIPS... PROBABLY  
CC IN PARA 4. WR PRESSED... VIGOROUSLY

VA+++

CC WA PROBABLY IN PARA 9

TPLS  
VLIELAND

2 100604. SANDERSON VA+/+

TO: A-2 1ST WING, 306 GROUP

FROM: HQ 2ND WING

4-2-43 1940A SEC A-2

F-6-D (F-3-D)

SENT IN CLEAR BY AUTHORITY OF MAJOR FEARING A-2

040243

INTELLIGENCE TELETYPE REPORT.

1. ONE B.17 A/C 122476 OF 423 SQDN. 306 GP. LANDED AT BUNGAY AIRDROME
2. BOMBED ON LEAD PLANE. BOMBS WENT INTO CLOUDS. POSITION OF BOMBING THOUGHT TO BE APPROXIMATELY 5238 N 06-00E.
3. 10/10 OVERCAST, TOPS AT 10,000 FEET FROM COAST TO HAMB, GERMANY (ESTIMATED POSITION BY D.F) OVERCAST LOWER AND BEGINNING TO BREAK NEAR THE COAST, TOPS BEING AROUND 4,000 FEET WITH A FEW BREAKS.
4. LIGHT CONCENTRATION OF HEAVY FLAK NEAR VLIELAND AT 1100 HOURS. BURSTING ABOUT 2,000 FEET BELOW. LIGHT CONCENTRATION OF FLAK, ACCURATE FOR RANGE ONLY, BELIEVED TO COME FROM VICINITY OF ZWOLLE AT ABOUT 1200 HOURS. LIGHT CONCENTRATION OF INACCURATE, HEAVY FLAK ON CROSSING ISLANDS AROUND TESSEL ON THE RETURN TRIP.
5. FORMATION ATTACKED BY MEDECK APPROXIMATELY 50 SINGLE ENGINE AND 10 TWIN ENGINE FIGHTERS.  
CLAIMS: 1/0/0. ONE ME 109 ATTACKED FROM 2 O'CLOCK BELOW. NOSE GUNNER S/SGT W. HULL OPENED FIRE THEN BALL TURRET GUNNER PITRIOWKI OPENED FIRE AT 300 YARDS AND E/A BURST INTO FLAMES. E/A WAS SEEN TO GO INTO THE SEA BY TAIL TURRET GUNNER SHOOT. CLAIMED AS DESTROYED BY BALL TURRET.
6. SAW ENEMY CONVOY OF 9 SUBS APPROXIMATELY 30 VESSELS GOING SOUTH-WEST OF TESSEL AT 1100 HOURS.  
1 B17 WENT DOWN IN A SPIN AT APPROXIMATELY 1205 HOURS NEAR HENGHELO  
NO PARACHUTES WERE SEEN.
7. HANDS OF 2 GUNNER SLIGHTLY FROST BITTEN
8. NO.3 ENGINE WAS KNOCKED OUT BY FIGHTER. LANDED WITH PROP FEATHERED AT BUNGAY.
9. NIL.

T.O.O. 1820

1. Number of A/C taking off: 19
2. Number of A/C which failed to bomb a target: 0
3. Name of primary target and number of A/C attacking it: Rouen - 19
4. Name of secondary target and number of A/C attacking it: none

5. Name of last resort target and number of A/C attacking it: none

6. Description of target of opportunity and number of A/C attacking it: none

7. Total number of A/C lost or missing: 0

8. Number of A/C lost to flak: 0

9. Number of A/C lost to E/A action: 0

10. Number of A/C lost by accident: 0

11. Number of A/C lost, cause unknown: 0

12. Bomb loadings, number, size and type: 5 x 1000 - M44

13. Bombs dropped at each target, number, size and type: 93 x 1000

14. Bombs jettisoned, number, size and type: 0

15. Bombs brought back, number, size and type: 2 x 1000

16. Bombs unaccounted for, number, size and type: 0

17. Casualties, number killed: 0

18. Casualties, number wounded: 0

19. Casualties, number missing: 0

20. Time and altitude over each target: 17:43

Rouen 71000'

19  
95  
3

1. Results of bombing: (Include Secondary and Last resort in separate paragraphs)

Unknown due to overcast and smoke screen

- 2. Were photos taken? — 4 planes took pictures
- 3. Friendly A/C in distress:

one B17 shot down by its right after bombing - one B17 ~~shot~~ back into enemy coast 25 minutes after bombing

- 4. Combats & Claims: (Summaries only, no details. Don't delay report for claims)

Claims to follow

- 5. Flak: Location, Intensity, accuracy, Heavy or light

Near Enabrook at 11:30 - slight - inaccurate at target - moderate - accurate over island off coast - few odd puffs

- 6. Injuries: (How many men from how many crews? No names in this report.)

None

- 7. Reason for abortives:

None

- 8. Route: (If different than ordered. Start with rendezvous point)

As ordered to Jessel. Then north of ~~the~~ course to vicinity Enabrook, then turned left to bomb release point - then along coast to island probably Skiland, then to base

- 9. Other Important Information:

Bombs released on leading group. One B17 aborted near enemy coast and bombed enemy leading to off Jessel before returning ~~to base~~

Reported by:

To:

Time:

FIELD ORDER NO05

1. 2ND WING JOINS 1ST WING AT SUTTON BRIDGE OR IF NOT POSSIBLE AT CROMER AT 15000 FT AT ZERO HOUR AND FOLLOWS 1ST WING OUT AND BACK.
2. A. PRIMARY TARGET: OH-503 XIMIN AIMING POINT 60576 (D) (V) 1/4  
 B. SECONDARY TARGET: OH-500 AIMING POINT 45356 (D) (V) 2/1  
 C. LAST RESORT TARGET: ANY INDUSTRIAL TARGETS OF OPPORTUNITY.  
 D. ZERO HOUR : 0045 HOURS BST 4 FEB. 1943  
 E. (1) 101 COMBAT WING WILL LEAD 102 COMBAT WING OUT AND BACK  
 (2) CRUISING FORMATION; COMBAT WING IN COLUMN (3) BOMBING FORMATION; COLUMN OF GROUPS
3. A. 101 COMBAT WING ASSEMBLE WEST OF LINE PETERBOROUGH- BEDFORD EXTENDED, PROCEED TO SUTTON BRIDGE AT 15000 FT AT ZERO HOUR MINUS 11 MIN TO CROMER AT 15000 FT AT ZERO HOUR.  
 B. 102 COMBAT WING ASSEMBLE EAST OF ABOVE LINE AND JOIN 101 COMBAT WING ON LINE SUTTON BRIDGE- CROMER 17000 FT AND FOLLOW 101 COMBAT WING OUT AND BACK.  
 C. ROUTE OUT: DEPART CROMER AT ZERO HOUR TO TEXEL CLIMBING TO REACH BOMBING ALTITUDE BEFORE REACHING ENEMY COAST TO LINGEN TO L.P. AT WIENDEBRUCK TO TARGET.  
 D. AXIS OF ATTACK: L.P. TO TARGET.  
 E. RALLY: TURN RIGHT AFTER BOMBING AND RALLY ON LINE TARGET D YX TO OULMEN XXXXXYX REMAINING AT BOMBING ALTITUDE.  
 F. ROUTE BACK: TARGET TO OULMEN TO HEPPEL TO WILFELAND ISLAND TO CROMER MAINTAINING ALTITUDE UNTIL HALF WAY ACROSS CHANNEL TO HOME BASES.  
 G. BOMBING ALTITUDES:  
 101 COMBAT WING 18,500 FT.  
 102 COMBAT WING 20500 FT.  
 H. BOMB LOADING:  
 ALL A/C 10 EA 500 LB GP  
 1/10 SEC NOSE 1/40 SEC TAIL  
 Y. (1) EXCELLENT BOMBING RESULTS WILL ORVIATE NECESSITY FOR RECURRENT ATTACKS ON THIS TARGET.  
 (2) BOMBARDIERS SET ALTIMETERS ON 29.92 IN. MM HG.
4. NORMAL.
5. A. WF/DF SECTION '1101'  
 B. SPLASHER 405 IN OPERATION AT ZERO MINUS 105 MINS TO ZERO PLUS 75 MIN.  
 C. JAY BEAMS INYCOOPERATIONS ZERO PLUS 80 MIN TO ZERO PLUS 255 MIN  
 2 QTE 68 DEG.  
 3 95 DEG.  
 4 89 DEG.
6. BOMBER - BOMBER CHANNEL '1A' VHF AND 5010 KCS FROM CROSSING ENGLISH COAST OUT TO CROSSING ENGLISH COAST BACK M
7. CALL SIGNS:  
 306 GP STARDUST ONE  
 301 " STARDUST TWO  
 303 " STARDUST THREE  
 305 " STARDUST FOUR  
 2ND WING STARDUST FIVE  
 ANNEX NO1 TO FIELD ORDER NO05. ZERO MINUS 11  
 SUTTON BRIDGE ZERO MINUS 11  
 CROMER ZERO HOUR  
 TEXEL ZERO PLUS 37  
 LINGEN ZERO PLUS 51  
 WIENDEBRUCK ZERO PLUS 76  
 TARGET ZERO PLUS 86  
 OULMEN ZERO PLUS 97  
 HEPPEL ZERO PLUS 123  
 WILFELAND ZERO PLUS 145  
 CROMER ZERO PLUS 205

COMBOWING ONE

IN PARA 2. D. WB HOUR .. ZERO CC  
 IN 2. A. WA EXTENDED .. PROCEED CC Y. (1) WB BOMBING .. EXCELLENT  
 COINERT AFTER ANNEX NO1 TO FIELD ORDER NO05  
 THE TABLE  
 FTO  
 23 /VA

TO:- 91, 303, 305, 306 8 L.C.  
F 34 E 4 FEB 43

ANNEX NO.2 TO FIELD ORDER NO.95.

040243

CHANGE IN PARA 2. D  
2.D ZERO HOUR TO BE 1015 HOURS

COMBOMWIG ONE

TO:- 91, 303, 305, 306 8BC AND 2ND WIG.  
1 BW F33E

CHANGE FIELD ORDER NO 95.

PARAGRAPH 3 SUBPARAGRAPH G TO READ AS FOLLOWS:

BOMBING ALTITUDES

101 COMBAT WING 19000 FEET REPEAT 19000 FEET

102 COMBAT WING 21,000 FEET REPEAT 21000 FEET.

COMBOMWIG ONE

SIGNAL

41 0243  
R. A. F.  
THURLEIGH  
040243

THU  
GPH/THU NR THU8/4 URGENT 1732A/4  
PASS TO  
TO :- CG 1ST BOMB WING - ATTENTION A2  
306BG F-49-D 4 FEB  
MISSION REPORT.

- 306 TARGET UNKNOWN DUE TO CLOUDS
- 2. 306 - 17 - 17 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 1200 - 1900

AGN PSF

GPH/THU NR THU/8/4 Y URGENT 1732A/4  
PASS O  
TO :- CG 1ST BOMB WING - ATTENTION A2  
306BG F-49-D 4 FEB  
MISSION REPORT

- 1. 306 TARGET UNKNOWN DUE TO CLOUDS
- 2. 306 -17-17-0-0-0-0-0-0-0-1200-1900-170 X 500-0

1 A/C LANDED AWAY CLAIMS TO FOLLOW FOR ~~THE~~ THE COMMANDING OFFICER  
[REDACTED] JOHN B WRIGHT MAJ. S2

HOLD  
E.M. 63  
TOP 17  
THU R 1742/4 PORT K+

040243

February 7, 1945

MISSION REPORT

(To be submitted by teletype within three hours after landing)

1.	a. Group participating	b. Primary Target	c. Secondary Target	d. Last Resort Target
	306 <sup>1</sup>	Unknown		

2.	a. Sqdn	b. Aircraft Off Grd.	c. Atkd Prim	d. Atkd Secy	e. Atkd L.R.	f. Abor tive	g. Lost Flak	h. Lost E/A	i. Lost Acct	j. Lost Unkn	k. Time of Attack	l. Alt of Attack	m. HE Bombs No Size	n. Inc. Bomb No Size	o. EA/C Deds	p. EA/C Prob.	q. EA/C Damd.
	367	3	3	0	0	0	0	0	0	0	17 <sup>00</sup>	19000	30 500	0 0			
	368	6	6	0	0	0	0	0	0	0	17 <sup>00</sup>	19500	60 500	0 0			
	369	4	4	0	0	0	0	0	0	0	17 <sup>00</sup>	20000	40 500	0 0			
	473	4	4	0	0	0	0	0	0	0	17 <sup>00</sup>	19000	40 500	0 0			
	306	17	17	0	0	0	0	0	0	0	17 <sup>00</sup>	19000	190 <sup>x</sup> 500	0 0			
		one aircraft landed away - flames to follow															

NOTES: 1. Targets will not be listed unless actually attacked. 2. j. Average altitude of attack 2. m & n. Bombs dropped at target. In case more than one target is bombed by a formation, additional lines will be added under that unit to show how many bombs were dropped on each target.

HOT NEWS REPORT

Group: 306 A/C No. 25251 Date 4.2.43

Naval action seen taking place about 6 miles off Texel at 1058 1/2 hrs. Two large vessels on one side and 12 or 13 on the other. Shooting was seen.

One B-17 from group behind was seen just after leaving target to spin down and then blow up.

Phoned by: \_\_\_\_\_

To: \_\_\_\_\_ Time: \_\_\_\_\_

Check List of "Hot News" Items

1. Friendly aircraft down in sea, or in serious distress anywhere.
2. Enemy warships, etc. ~~X~~
3. Enemy troop movements, etc.
4. Dinghies or life rafts.

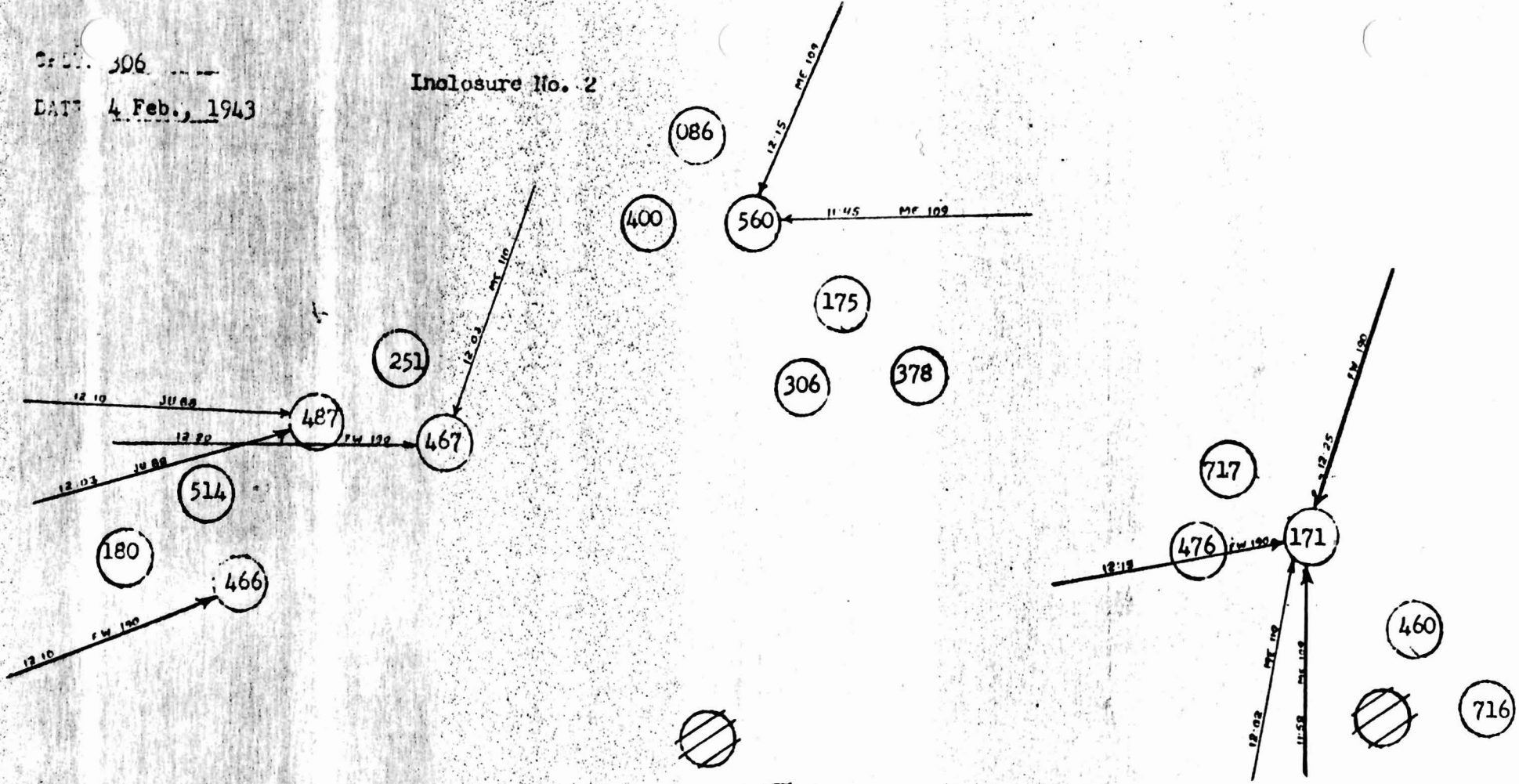
Check List of Items to be Covered on "Hot News"

1. Location of object reported;
2. Position of plane at time of observation.
3. Time of observation;
4. Height at time of observation.
5. If enemy ships or troop movements:  
Type,  
Speed,  
Course or direction,  
Remarks.

Serial 306

Date 4 Feb., 1943

Inclosure No. 2



—————→	Destroyed	-	5
—————→	Probable	-	2
—————→	Damaged	-	0
—————→	No Claim	-	4
	Total Combats		<u>11</u>

17

La Pines pilot

040243

#76

Bungay

- a. ~~1st Lt~~ Ralph W. Louis ~~122476~~
- b. 306, 423, 41-24476
- c. 1400 Bungay
- d. One engine shot out. #3 engine prop windmill vibrating
- e. unknown outside of above #3 oil line punctured
- f. Repairs to above to change engine
- g. ~~not~~ 1 crew member - missing -
- h. none
- i. (1) ———
- (2) yes uncrewed
- (3) no
- (4) unknown
- (5) one claim destroyed (not certain)
- (6) ~~—————~~ none

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 5005

By ALB JAC NARA Date 1/18/91

Riber  
T

Regan  
~~T~~

B'baum  
T

Wallooly  
T

Seelen  
T

Smiley  
T

Two Ju 88's are going in to  
-attack B24 formation without  
making pass at us. <sup>top turret gunner</sup> ~~Spencer~~  
fired as E/A made steep bank  
exposing belly and immediately  
attack was broken off. E/A  
went down in head on  
spin as far as it could be  
seen.

SQUADRON 423 GROUP 306 A/C Number 717 Date 2-4-43

Position in formation Lead in right element Bomb load 10 X 500

1. Hot news to be phoned in? Yes  No   
 Details: Sighted 2 ships coming South of Werkum. Convoy heading South at 11.00 odd.

Frichtily A/C in any kind of distress?

1 B 17 rambed by F.W. at 12:10 about 35 miles N.W. of Emden. Went into flat spin. 3 shots seen. probably 4.

CREW

A Warner Pilot  
Carlson Co-P  
Ntley Nav.  
Kylus Bomb.  
Espitalier Radio  
Wilson CW. Top T.  
Morgan Ball T.  
Wentworth R. Waist  
Kistling L. Waist  
Webb. Tail G.

2. TARGET ATTACKED:

Primary Time: 12:00

Alternate Height: 20,200

Last Resort Heading: 35°

(check)

Emden. Bombs ~~dropped~~ exploded over town (smoke screen seen).

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

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

NR

5. Any PHOTOGRAPHS taken:  Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NR.

7. ROUTE (If different than ordered) (If returned early, time, place height of turn.) Woodsend 11:12 on course 90° at 11:30 at 20,000 and 100' and turned north. to Emden then left 250°  
planned 30 miles + came out N of Emden.

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1200X</u>	<u>Emden.</u>	<u>20,200</u>	<u>slight</u>	<u>Black.</u>	<u>Accurate (over)</u>	

Moderate heavy flack accurate over most of course all accurate.

Ship hit. one hole in right wing by flak.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number about 35 Place All along N of Pomm & to the N  
 Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number	Time	Place	Height
<u>6</u>	<u>11:30</u>	<u>Soft target</u>	<u>20000</u>

Running attacks up to 1245. Coming in at 2 o'clock.

Get above & above than formation ME 110 did this. Another ME 110  
came from in front & shot right between lead & wing man. Most FW + 109's

Notes:

c. Claims: DESTROYED None PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: No change.

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

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

None

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

12. DAMAGE to A/C: (Briefly) Hole in wing from 20MM.

13. TECHNICAL FAILURES: None.

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

Why not go out to sea after target  
going to slow on whole mission  
At Baldwin

Position in formation #3-1st Element Bomb load 10 X 500

1. Hot news to be phoned in? Yes yes  
 Details:

Convoy of about 22 ships heading 200 at 1055 - position 53°N and 43°E.  
from 19,500'

Friehily A/C in any kind of distress?

One leveling then broke in two about 5 minutes before dropping bombs  
Believe Bremen

- CREW:
- Maliszewski Pilot
  - Watson Co-P
  - Schulstad Nav.
  - Sgt. McDonald Bomb.
  - Sgt. Green Radio
  - " Fatigati Top T.
  - " Bowles Ball T.
  - E. Williams R. Waist
  - Sgt. Fowler L. Waist
  - " Sully Tail G.

2. TARGET ATTACKED:

Primary Time: 12:00  
 Alternate Height: 19,000' 21,000'  
 Last Resort Heading: 328°  
 (check) no bomb sight along

3. Number of BOMBS dropped on target: 7 Yes. Jettisoned: 1 Returned: 0

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

Cloudy about 9/10 and smoke screen could not observe results

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Trip, Villand

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

Time	Place	Height of A/C	Type (light: heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>17:00</u>	<u>cloud</u>	<u>2,000</u>	<u>Heavy</u>	<u>Black</u>	<u>Accurate height and direction</u>	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 757 FW 190's Place Before and after  
 Time ME-109's Height 19,000  
*running fight*

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

Number	Time	Place	Height
1	11:45	target area	21,000'
1	12:00		20,000'
1	12:05		19,000'

Notes:

Bowles in hospital may have hit E/A. Will check. ?

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

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

Fractured hands by Sgt. Bowles.

12. DAMAGE to A/C: (Briefly)

Being boats in wing and underside of wing small hole holes.

13. TECHNICAL FAILURES:

# 2 and 3 Supercharges failed to work.

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

Bowles

20 minutes

Position in formation #7 lead element Bomb load 10 X 500

1. Hot news to be phoned in? Yes No

Details:

*About 10 minutes before dropping bombs saw BT. Spinning straight down - no smoke. All engines running.*

Friehly A/C in any kind of distress?

- Almeseey Pilot
- Little John Co-P
- Owens Nav.
- Colantoni Bomb.
- Dreman Radio
- R. W. Wyley Top T.
- Farr Ball T.
- Spillman R. Waist
- Adams L. Waist
- J. B. Bryan Tail G.

*10/10 clouds*

2. TARGET ATTACHED:

Primary Time: *12:00 o'clock*  
 Alternate Height: *21,000'*  
 East Resort Heading: *250*  
 (check)

*70 second bomb run*

Jettisoned: *J.R.* Returned:

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

*10/10 clouds and smoke seen*

5. Any PHOTOGRAPHS taken: Yes  No

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<i>12:00 target</i>			<i>24,000' Heavy</i>	<i>Black</i>	<i>Accurate direction and altitude</i>	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 25 to 30 <sup>ME 110's</sup> Place Before reaching <sup>we followed out over</sup>  
 Time 11:35 to 1:10 Height 8,000 <sup>North Sea</sup>

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

Number	Time	Place	Height
✓	before and after fight	mostly 2 and 3 o'clock	21,000 to 8,000

Notes: ME 109s painted azure blue  
 FW 190s Orange color with red noses

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED 1

d. ENEMY TACTICS OBSERVED:

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

(Check list of items: Enemy signals; activity at airdromes, ports, waterways, R.R. yards, and roads; concentrations of troops, equipment, etc.; decoys, dummies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C; etc.) <sup>10</sup> <sup>merchandise</sup>

Could not see ground. Saw Convoy 11:00 o'clock heading south from Texel, about 30 ships, Convoyed by few war ships; many E. Boats.

11. INJURIES to crew: (name, injury, how received.) Sgt Fann both feet frozen in Hospital.

12. DAMAGE to A/C: (Briefly)

13. TECHNICAL FAILURES: Both nose guns (flyable) out (Saw to new type of feed box)  
 One tail gun out.  
 " Ball turret gun out.

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

Button on microphone box out  
 Oxygen out on Bombadier

Position in formation low, right bank Bomb load 10-500 lbs

1. Hot news to be phoned in? Yes No

Details:

*Convoy of 18 ships off Tessel, heading S.E.  
mostly freighters - few destroyers*

Friendly A/C in any kind of distress?

*Saw one A/C go down over Germany  
was in spin. Formation immediately  
behind. Another 17 went in clouds.  
powered by two engines*

2. TARGET ATTACKED:

Primary Time: 11:53  
Alternate Height: 19300  
Last Resort Heading: H 55325  
(check)

*Probably Emden. Due to overcast  
Bomb run - 2 minutes*

3. Number of BOMBS dropped on target:

Jettisoned: Returned:

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

*no results observed due to overcast*

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) *Coomer to Tessel to Rhine (probably) left to Emden (probably) Roerh Portum - (out to sea though haggled Dutch coast?)*

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

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

*1 target*  
11:55 Emden 19300 moderate Black/white level.

*2 (way home)*  
1200 Dutch 15000 moderate Black level & behind

CREW

Lt E. J. ... Pilot

Lt Hopkins Co-P

Lt ... Nav.

Lt ... Bomb.

T/SGT M. ... Radio

T/SGT ... Top T.

S/SGT ... Ball T.

S/SGT ... R. Waist

Sgt ... L. Waist

S/SGT Wm V. ... Tail G.

10 2 engine  
15 - single engine

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 25 Place 1/2 way across channel, open  
Time \_\_\_\_\_ Height \_\_\_\_\_ 4 com

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

Number	Time	Place	Height
<u>out of range</u>			

Notes:

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

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

none

12. DAMAGE to A/C: (Briefly)

hole in nose (flak); hole in tail (70 cal?)

13. TECHNICAL FAILURES:

prop, instruments, oscillators

one supercharger partly failed. NO 4.

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

too much overcast

J. J. Sullivan

Position in formation No 2 Bomb load 10 X 500

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

Friehily A/C in any kind of distress?

11:56 B-17 - Back to right  
 in violent spin

- 1st OA. CHEW
- H. Buddenbaum Pilot
- M.M.V. JUDAS Co-P
- 1st Lt. Biggs Nav.
- 1st Lt. C. Wilkins Bomb.
- Ysgt S. HORSTMAN Radio
- Tsgt R. GUTHRIE Top T.
- S/Sgt E. SMITH Ball T.
- S/Sgt McDONNELL R. Waist
- Sgt. MORIARITY L. Waist
- S/Sgt M. ARIETTA Tail G.

2. TARGET ATTACKED:

~~Primary~~ Time: 12:03  
 Alternate Height: 20,000  
 Last Resort Heading: 322°  
 (check)

Target of Opportunity Smolder?  
 2 min. run -

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

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

→ Appeared to be R.R. yard -

5. Any PHOTOGRAPHS taken: ~~Yes~~ No X

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

Followed route till 11:40 then headed 300°  
 8. FLAK: Encountered on way out; at target; and on way home.  
 then 320° out to Coast

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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Just before Target 20,000 slight Black Low

Slight Flak all way out to Coast  
 Couldn't see ground most of time

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 15-20 <sup>E/A + 3 or 4</sup> Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number \_\_\_\_\_ Time \_\_\_\_\_ Place \_\_\_\_\_ Height \_\_\_\_\_

4 FW's  
yellow tips  
+ noses

11:35 still on course 20,000

didn't  
attack  
this a/c

From Target out also 109's

→ from 12 o'clock high Top turret

apparently knocked 1 of his Engines out  
+ he dove into clouds

10 to 10:3

c. Claims: DESTROYED 1 PROBABLY \_\_\_\_\_ DAMAGED 1

d. ENEMY TACTICS OBSERVED:

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

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

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

12. DAMAGE to A/C: (Briefly)

2 live rounds hit wings + went thru

13. TECHNICAL FAILURES:

→ all Elec. suits wearing out ←  
Sgts. McDonnell + Arrietta in Hosp. for

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

E/A was doing a lot of shooting at distance before coming in  
most not closing in

R. ankle  
+  
Face  
Freezing

S - 2 OFFICER

FILE COMPLETED

Lt. A.W. Weld

respectively

→ Few frontal attacks

1 twin tail  
+ Eng.  
nose gun  
jammed  
at this  
point

one A/C from 5<sup>th</sup> peeled off and bombed convoy

SQUADRON 368 GROUP 306 A/C Number 124487 Date 4 Feb 43

Position in formation #3 in 2<sup>nd</sup> sqdn. Bomb load 10 x 500

1. Hot news to be phoned in? Yes  No   
Details: 18-21 M/S Serial 1100 hrs.

CREW

Friehily A/C in any kind of distress? Lt. Reber Pilot

1 B17 - 15 min after crossing German coast - seen hit & go down. Lt. Kelly Co-P

Saw 2 others in distress but couldn't follow. Lt. Bergen Nav. Lemmerhirt Bomb.

2. TARGET ATTACKED: Ormond Radio Christian Top T.

Primary Time: Dropped bombs near coast but  
Alternate Height: too lazy to tell C.C. Kamberling Ball T.

Last Resort Heading: location, Believe neighborhood Emden. Huddle R. Waist Hagen L. Waist

310° heading - 1200 hrs - 1900'  
2 1/2 min run Protzman Tail G.

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

4. Observed RESULTS OF BOMBING: (For this plane or others)  
none.

5. Any PHOTOGRAPHS taken: Yes? No? No

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered): (If returned early, time, place, height of turn.) As ordered to Serial and on to Rungen then north to coast and followed coast to Uhlslund.

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

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

Heavy and accurate over target.  
Black & white bursts.  
Saw some over islands - not severe.

9. ENEMY AIRCRAFT

15-FW's & ME's.

about 20 min after crossing gum. coast.

a. Total E/A seen: Number 10 TE's. Place Crossing gum. coast.  
Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number	Time	Place	Height
<i>Heavy hearted attacks over German but</i>			
<i>heavy attacks from FW's on leaving</i>			
<i>coast and heading out to sea.</i>			

Notes:

c. Claims: ~~DESTROYED~~ 2 <sup>88-</sup> ~~PROBABLY~~ ~~DAMAGED~~

d. ENEMY TACTICS OBSERVED: *Came in from all angles. TE's would rise up high & dive.*

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

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

*Smoke screen intense and well regulated over bomb release point.*

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

12. DAMAGE to A/C: (Briefly) *Minor damage in wing & fuselage from flak.*

13. TECHNICAL FAILURES: *1 gun blew up - Right hand nose.*

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

*Weather cozy.*

*Wright*

Position in formation #1 of left element Bomb load 10x500

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

*On separate sheet.*

CREW

Frichtly A/C in any kind of distress?

- Capt. J. M. Regan Pilot
- Lt. T. A. Janowski Co-P
- Lt. G. W. Owens Nav.
- Lt. J. E. Kuskaowski Bomb.

TARGET ATTACKED:

*Time: 1201  
 Height: 19000  
 Heading: 330°*

Primary Time:

Alternate Height:

Last Resort Heading:

*Impossible to tell, due to 10/10 cloud with occasional holes. Place bombed was on the edge of a body of water and (check) a few houses were seen. Smoke screen was in operation. Trip let possibly have been Cindere or Zwolle, or between.*

- T/Sgt W. Hoffmann Radio
- Sgt. J. E. Wade Top T.
- S/Sgt. C. Pugh Ball T.
- S/Sgt. R. Mundress R. Waist
- Sgt. W. G. Gillett L. Waist
- S/Sgt. A. J. Kajich Tail G.

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

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

*None*

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Two.

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) OK to Texel, after that don't know because of cloud cover.

8. FI 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	Other Data
<i>1201-10</i>	<i>Vicinity of target</i>	<i>19000</i>	<i>Intense heavy</i>	<i>Black with gray</i>	<i>Accurate as to height way off on deflection</i>	<i>Co-pilot thinks it was same-direct many bursts where no A/C were flying</i>
<i>1225</i>	<i>off enemy coast</i>	<i>17000</i>	<i>Slight heavy</i>	<i>Black</i>	<i>Accuracy fair</i>	

- a. - Total E/A seen: Number 60 Place half way across North Sea.  
 Time 1150 - 1310 Height 19000 - 7000.
- b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>20-25 passes</u>	<u>continuous</u>	<u>at 10 minute intervals.</u>	<u>19000 - 7000.</u>
	<u>one</u>	<u>As above</u>	

Notes: attached 10 min before target by 50 Me 110s, 109s, Ju88s, FW190s. Made continuous passes at all the groups. They seem inexperienced, because they gave a number of broadsides. The 110s made vertical attacks from above. Most attacks from 9 and 3 o'clock. A number of Jerry's were seen wasting their ammunition.\*

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

Smoke screen at target, blowing over target.  
Very effective.

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

12. DAMAGE to A/C: (Briefly) 3 tiny holes, probably from flak

13. TECHNICAL FAILURES: One top T. gun froze, the other jammed  
Radio gun froze.

14. CREW COMMENTS: (.ny unusual incidents? any suggestions?) Remand-type oxygen regulators stuck open, causing too much flow. Very poor meteor forecast. Lead group too slow, and our group was too close.

S - 2 OFFICER

Paul Pearson

TIME COMPLETED 600 hrs.

\* Two groups of our A/c were side by side. At least six E/A made diving passes between groups from in

Position in formation 2nd element Bomb load 10X500  
*Lead element*

1. Hot news to be phoned in? Yes No

Details:

Convoy of 28-30 M/S off Island of Jessel  
Heading south at 1100 hrs. 19000'

CREW

Friehly A/C in any kind of distress? Capt Lambert Pilot  
1 B17 hit near Onabruk 1140 Lt. J. Downing Co-P  
went down in spin.  
1 B17 hit near bomb release point. Lt. Dexter Nav.  
1 B17 going down with fighter on Lt. Toland Bomb.  
him near coast on way out  
probably in water.  
 2. TARGET ATTACKED: Gross Radio  
 Primary Time: Too hazy to tell Wendelowski Top T.  
for certain but  
 Alternate Height: navigator thinks aimed Martin Ball T.  
it might have  
 Last Resort Heading: seen at Emden. Peterson R. Waist  
 (check)  
heading 290° - 1200 hrs. Phizer L. Waist  
3 min run. O'Brien Tail G.

3. Number of BOMBS dropped on target: 10X500 Jettisoned: Returned:

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

None - 0' east.

5. Any PHOTOGRAPHS taken: Yes? No?

No.

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered to coast of German (then)  
slightly n. of course via Onabruk.

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

Time	Place	Height of A/C	Type (light: heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
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Fairly intense and accurate over point where bombs were released.

Also moderately heavy and fairly accurate over island.

(bombs dropped when area was opened - just before town.)

Made left turn and heading north

7. ENEMY AIRCRAFT

a. Total E/A seen: Number 15-20 <sup>SE</sup> 10-12 <sup>TE</sup> Place near target area or island on way out.  
 Time 1136 Height 19500

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

Number \_\_\_\_\_ Time \_\_\_\_\_ Place \_\_\_\_\_ Height \_\_\_\_\_

Running fight continuously but were not effective so far as this group.

Notes:

c. Claims: DESTROYED None PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: Not so many frontal attacks on us but hid following grp. head on.

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

Smoke screen (heavy) over bomb release point.

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

12. DAMAGE to A/C: (Briefly)  
Minor damage from m/s and flak.

13. TECHNICAL FAILURES:  
Bomb racks faulty. Foot suit shorted and burned gunner's foot.

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

S - 2 OFFICER Wright TIME COMPLETED \_\_\_\_\_

SQUADRON 367 GROUP 306 A/C Number 25378 Date 4/Feb/43

Position in formation 4<sup>th</sup> Wing 2<sup>nd</sup> Lt. Bomb load 10 x 500  
Lead Squad

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

*Convoy seen off Dutch coast, but as it was very cloudy no indication of position -*

*about 1200 hrs. 16000 ft. 1 B17 from a formation ahead seen to shoot down Me 110, but itself appeared to be losing height - disappeared in the clouds*

2. TARGET ATTACKED:

Primary Time: 1200

Alternate Height: 19,500

Last Resort (check) Heading:

*dropped in a smoke screen*

CREW

1<sup>st</sup> Lt TUNNELL Pilot

2<sup>nd</sup> Lt BIGGS Co-P

1<sup>st</sup> Lt CONSOLMAGNO Nav.

1<sup>st</sup> Lt FRIEDRICH Bomb.

S/S CREATURE Radio

T/S KIRBY C.K. Top T.

S/S TRACEY G.A. Ball T.

S. ELLIOTT J.M. R. Waist

S/S HILL C.D. L. Waist

S/S TUNSTALL D. Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned:  
*dropped in a smoke screen.*

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

None

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: N/A

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) *impossible to say owing to 10/10 cloud*

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1200</u>	<u>?</u>	<u>19500</u>	<u>heavy. M.</u>	<u>Black.</u>	<u>all round the bomb -</u>	

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 15 to 20 Place From enemy coast to target & out again  
Time 1130 to 1230 Height 19500

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

109's  
Number Time Place Height

E/A attacked other formations but did not attack this formation

109's seen, 1 190 seen - & several 110's seen -

One 110 seen to have one engine in smoke, 1205, 29500 ft, after leaving

Notes: by several ships shot by following B-17's Target -

One E/A was fired at/over sea after leaving the Russian Islands, ~~captured~~ the E/A dived down but disappeared into cloud & impossible to say if it was damaged

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

Smoke screen seen where bombs were dropped - 30 or 40 points of origin of smoke, quickly merging into a continuous smoke screen

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

12. DAMAGE to A/C: (Briefly) slight small hole in rt wing & in fuselage -

13. TECHNICAL FAILURES: No -

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

S - 2 OFFICER C E Benson F/c TIME COMPLETED 1540

*Handwritten signature*

SQUADRON 367 GROUP 306 A/C Number 306 Date 4/2/43

Position in formation #2

Bomb load 10 - 500

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

CREW

Friehily A/C in any kind of distress?  
1 B17 down over target  
behind 306th Group - Brake  
in half. no chutes seen

C.J. HARWOOD Pilot

G.F. CLYMER Co-P

H.H. PRAII Nav.

J. LAINE Bomb.

2. TARGET ATTACKED:

1/5 R.G. ROBEL Radio

Primary Time: 12105

1/5 J.E. COLLETTE Top T.

Alternate Height: 19000'

1/5 R.A. GREEN Ball T.

? (last Resort) Heading: 350° MAG.  
(check)

1/5 H.J. ROSS R. Waist

10/10th cloud hole  
first open hole  
bombed 20 min.  
after 1. P. 1140.

1/5 ENI ZABAWA L. Waist

DAVIS Tail G.

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

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

None

5. Any PHOTOGRAPHS taken: (Yes) No ?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: —

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

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

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

<u>-1225</u>	<u>from bombing to coast</u>	<u>19000'</u>	<u>HVV moderate</u>	<u>black white</u>	<u>to side</u>	<u>Accurate deflection off due to wind action</u>
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9. ENEMY AIRCRAFT

*FW 190  
and Me109*

*just before bombed  
target 1115 to 1300  
19000' - 19500'*

a. Total E/A seen: Number 25-30 Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_

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

Number	Time	Place	Height
<u>1</u>	<u>1120</u>	<u>?</u>	<u>19500</u>

Notes:

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

*Smoke screen may have been used  
at target*

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

*Two faces frozen (waist-gunner)*

12. DAMAGE to A/C: (Briefly)

*none*

13. TECHNICAL FAILURES: *Blow by cylinder head #2  
over target, feathered at English coast  
Ball turret gunner - hip burn from suit*

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

*Recom - face masks for waist gunner*

Position in formation #2 last vic Bomb 10 x 500

1. Hot news to be phoned in? Yes  No

Details: 1370 Convoy heading

Convoy off Iceland at about 10<sup>00</sup> CHIEF

Friehly A/C in any kind of distress? W.M. SMILEY Pilot

Saw the B17 bust up. R.C. MILLER Co-P

W.M. STRAUSS Nav.

W.W. BARNES Bomb.

2. TARGET ATTACKED:

Primary Time: 1200 1/5 D.B. HEPPLER Radio

alternate Height: 19500' 1/5 R.C. CLIFTON Top T.

Last Resort Heading: 330° 5/5 R.C. CLARK Ball T.

(check) 5/5 A.B. STELZER R. Waist

5/5 A. KETCOFSKY L. Waist

5/5 W.R. PAINE Tail G.

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

1 kicked out somewhere over Iceland.

4. Observed RESULTS OF BOMBING: (For this plane's stars)

none

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

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

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

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

<u>over target</u>	<u>1200 hrs</u>	<u>19500'</u>	<u>HUV mod.</u>	<u>black</u>	<u>not accurate</u>	
				<u>white</u>	<u>height fair</u>	
				<u>2-3</u>	<u>occasionally</u>	
				<u>red</u>	<u>often high</u>	
				<u>bursts at diff</u>	<u>or low</u>	
					<u>saw planes</u>	
					<u>at same</u>	
					<u>alt. way off</u>	
					<u>...</u>	

note 109, #  
 in 1941  
 10243  
 after turn to target  
 along islands,  
 left at sea  
 more than  
 out

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 12 Place target  
 Time \_\_\_\_\_ Height 2000 to 17000'

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

Number	Time	Place	Height
1 FW190	1210	coast	17000'

Notes:

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

target - smoke screen - two rows of posts blowing N to S.  
 5 engine E/A - expanding arm - way up  
 no one near.

11. INJURIES to crew: (name, injury, how received.)  
 1258 SE E/A went down (FW190) into sea  
 none

12. DAMAGE to A/C: (Briefly)  
 fuel small holes. wings held, rt. flap  
 fuselage

13. TECHNICAL FAILURES:  
 bomb bay doors would close due to being  
 it by falling (just released) bomb

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

Sellor

040243

INTERROGATION FORM

SQUADRON 368 GROUP 304 Number 124514 Date Feb. 4

Position in formation No 1 in Bomb load 10 x 500

1. Hot news to be phoned in? Yes  No  2nd Element of 368

Details:

Convoy off Coast - 1 B-17 peeled & attacked

CHEW

Friendly A/C in any kind of distress? 1st Lt. RW Sellor Pilot

1 B-17 Went straight down about 5 miles after target - group behind -  
Lt. A. Kramarishko  
Nav. SPT. Sliff  
Lt. Saunders Bomb.

2. TARGET ATTACKED:

Primary Time: 11:58

alternate Height: 20,000

Last Report Heading: (check)

T/S W.H. Keshy Radio

T/S S.P. Stenhook Top T.

S/S Rexley Magee Ball T.

s/s E.H. Small R. Waist

s/s J.K. Crowther L. Waist

s/s W.E. Baker Tail G.

Target unknown  
No Navigator in a/c

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

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

Smoke screen started covered  
Target - which was R.R. yard.

1st  
later  
(hung up)

5. Any PHOTOGRAPHS taken: Yes  No

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

6. GROUND TARGETS ATTACKED BY GUNFLARE AND RESULTS:

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

unknown - no navigator

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

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

Scattered bursts - inacc. on way in -  
Target - Flak came up fairly acc.  
all black - time about 12:00  
after Target Flak came up very inacc.  
1000' below along R.R.  
turning apparently E. + W.

040243

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 30 odd Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_  
b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

ME 109 1 11:45 ? 20,000 2 Beam attacks a distance  
(rounded lips however) → More attacks from 2 Eng. (Me 110's?)  
from 72 o'clock high in dive  
Top turret was out so couldn't hit.

Notes: these 3 or 4000 ft. dives from above  
Ammunition  
Single Engines followed to Coast -

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: \_\_\_\_\_

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

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

See 1st Page -

TOP Turret  
Boat nose  
Boat waist  
Guns out  
prob. frozen

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

12. DAMAGE to A/C: (Briefly)

Hole by T. Gunner - 1 under R. Wing  
in stabilizer - no real damage

13. TECHNICAL FAILURES:

Elec. frong solid all way in and out -  
Rudder too

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

Ammunition corroded

Elec. gloves + Boots bad

S - 2 OFFICER Lt. CW Weld TITLE COMPLETED \_\_\_\_\_

Darkey hard to get - wdn't answer  
Capt Terry or give accurate help -

Position in formation No 3 man in 2nd Element Bomb load 10 x 500

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

*Convoy of merchant ships - about 10-15 miles  
 of Texel Is, going South - 25 ships -  
 Frantically A/C in any kind of distress?*

CREW

MLT Gillogly Pilot

2nd Lt. Fryer R. Co-P

" Jones C.G. Nav.

S/S Allan W. *No. 1 Gunner Bomb.*

T/S Fehre C.F. Radio

T/S Edwards L.V. Top T.

S/S Warren H.B. Ball T.

S Chinlund J. R. Waist

S/S Banks R.K. L. Waist

S/S Haywood J. Tail G.

*Convoy in a  $\Lambda$  shape with 3 large ships in the middle of the  $\Lambda$ .*

*NO*

2. TARGET ATTACKED:

Primary Time: ~~1200~~ 1200

alternate Height: 19500

Last Resort Heading: West  
 (check)

*Smoke screen, & bombs dropped in that, thought to be Germany, possibly Ender.*

3. Number of BOMBS dropped on target:

10 x 500

Jettisoned:

Returned:

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

None

5. Any PHOTOGRAPHS taken: Yes? No?

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: NO

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
1200	?	19500	H. S.	assumed Black.	all round.	
1230	Frisian Is.	17000	H. S.	"	"	"

By RLB/PW NARA, Date 5/25/89

In 88 4 or 5  
Fu 110 4 or 5  
Fu 109 2 or 3  
Fu 190 15 to 20

040243

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 50-35 Place from coast back again  
Time 1110-1220 Height 19500  
b. E/A which fired at, or were fired upon by this plane:

Number Time Place Height

E/A from various positions, & quite a number attacked from straight above which was a new position to attack from.

Notes:

Shortly after leaving Target- 3 E/A seen to go down out of control in flames, attacking the 102 Wing - Two were 190s & one 190 seen to explode in mid air after attacking 102 Wing - <sup>two engine ship.</sup> over sea - 10 to 20 minutes after attacking Target -  
c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_  
d. ENEMY TACTICS OBSERVED:

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

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

about 12-15 Smoke Screen origins, which soon joined up into a solid mass. This was at Target -

11. INJURY to crew: (name, injury, how received.) S/S Haywood J, had frozen hand & feet. S/S Banks R.K. one foot frozen

12. DAMAGE to A/C: (Briefly)

few slight holes in nose, & No 3 engine coughing

13. TECHNICAL FAILURES:

Bombing doors wouldn't close, & had to be hand cranked - Heating plug in ball turret out of action

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

The failure of heating equipment seems to be partly due to bad organization of the drop room - The two fellows suffering from

S - 2 OFFICER CE Deener F/c TIME COMPLETED 1620

frost bite, hadn't their own equipment - better control of crew of each person equipment seems advisable & the Pilot has several ideas on this matter.

SQUADRON 423 GROUP 306 A/C Number 171 Date 3/4/43

Position in formation 2 in Rt Element Bomb load 10 X 570

1. Hot news to be phoned in? Yes  No

Details: ✓

CREW

Frichtly A/C in any kind of distress?

George Pilot

Malin Co-P

Simmonds Nav.

Warner, M.J. Bomb.

Thornton Radio

Mac Gynn Top T.

Ma Cleman Ball T.

Sawicki R. Waist

Yost L. Waist

Jant Tail G.

same. D7.  
1 B 17 went down out of control right after bombing  
group behind. Hit by Ex down in open. No smoke  
good dead later about 1000 feet on hit a lot & went down  
under attack. (B17)  
1 B 17 later seen to be smoking.

Primary Time: 1200

alternate Height: 20,000

Last Resort Heading: N-NW.  
(check) unknown target probably Emden

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

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

none seen.

5. Any PHOTOGRAPHS taken: Yes?  No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; and to Wing by D. R. L. S.) Clown heard 7 planes then lost tower but headed n. to Emden. + took over land near shore.

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

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

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Other Data
<u>1200</u>	<u>Emden</u>	<u>20000</u>	<u>Very intense</u>	<u>Black</u>	<u>Near A/c</u>	<u>acromatic.</u>

Moderate flak over land north coast.  
Black ships must have been about left coast. North of Visceland

Hit by flak. Not badly.

040243

## 9. ENEMY AIRCRAFT

a. Total E/A seen: Number 65 T/E + SE Place Over Germany  
 Time \_\_\_\_\_ Height \_\_\_\_\_

*Some delay target contact  
 well out to sea.*

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

Number \_\_\_\_\_ Time \_\_\_\_\_ Place \_\_\_\_\_ Height \_\_\_\_\_

*Continuous running attack*

*2 ME 110s started above + came right down thru rifle formation.*

Notes:

c. Claims: DESTROYED 3 PROBABLY 1 DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: *Wald team set up on mezzanine +  
 came in from in front. Many attacks from side.*

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

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

*none*

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

12. DAMAGE to A/C: (Briefly) *none to speak of.*

13. TECHNICAL FAILURES: *#1 parachute went out  
 cold weather slowed guns up.*

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

*Entered too slow. Stalled before out base.  
 Why come back problem.*

S - 2 OFFICER

*Lt Baldwin*

TIME COMPLETED \_\_\_\_\_

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number W086 Date Feb 4-1943

Position in formation Lead Bomb load 10x500

1. Hot news to be phoned in? Yes  No

Details:

One B17 turned back - 75 minutes after bombing  
at 12<sup>00</sup> Under control - 17000

Friehly A/C in any kind of distress? Under attack by FW 190 - 2 of them.

Right after bombing B17 on  
light wing of lead element of Group  
Behind hit by FW 190 + went down  
spinning

CREW

Ferry Pilot  
Magoffin Co-P  
Chas F Jones Nav.  
J Yausse Bomb.  
Lightbourn Radio  
Gordon Top T.  
Nolaco Ball T.  
Higgin R. Waist  
CB Smith L. Waist  
Cox Tail G.

2. TARGET ATTACKED:

One  
abouted on  
way in  
past coast  
of Germany  
was 15 miles  
off

Primary Time: 12<sup>00</sup> | front  
alternate Height: 19400 | run  
Last Resort Heading: 330<sup>0</sup> | 30 sec.  
(check) Bombed Emden  
they think - saw very good  
smoke screen.

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

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

None seen - Fighters there

5. Any PHOTOGRAPHS taken:  Yes?  No?

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

6. GENERAL TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) Almost to Osnaabruck. then North + then West to Emden - out Lammaer fee then between

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

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

Osnaabruck - Poor - Inaccurate - 3000' below  
white - light -

Over target - Moderate - Inaccurate - Is left  
OK altitude

Off Vlaeland - Few old puffs -

F.W. - Fighters from there to middle of channel  
FLNA No ~~110~~ 110 - No 109 - probably 53 E/A

040243

9. ENEMY AIRCRAFT

a. Total E/A seen: Number \_\_\_\_\_ Place \_\_\_\_\_  
Time \_\_\_\_\_ Height \_\_\_\_\_

b. E/A which fired at, or were fired upon by this plane:  
Number Time Place Height  
were not attacked. Some swipes but  
not pressed home

Notes: Guns going all the time but  
no claims.

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED: Some attack from top right then  
formation in front.

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

~~None~~ Saw Convoy - just off land on way in - 10 to 15 miles off - it was heading from north to south - about 28 or 30 ships - seen from 19500  
Seen at 1105

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

12. DAMAGE to A/C: (Briefly) Slight holes -

13. TECHNICAL FAILURES: Bomb release - left radio failed  
~~None~~ - to release. Right OK - delivered 5 on left. *delivered*

14. CREW COMMENTS: (.any unusual incidents? any suggestions?)  
None Stoppages from corroded ammunition

S - 2 OFFICER Bennis Peter TIME COMPLETED 3:20

Chin too slow - If two groups fly as combat wing suggest they fly groups with wing squadrons stepped down.

SQUADRON 423 GROUP 306 A/C Number 460 Date 11/2/43

Position in formation #1 2nd Lt Bomb load: 10 x 500

5°05'E 1. Hot news to be phoned in? Yes  No   
 53°26'N Details: Convoy off Iceland - SW corner of freighter  
Convoy west of Iceland 22-24 plus 2 corvettes (?)  
 → 5°00'E going SW  
 53°20'N Richie's A/C in any kind of distress? Capt. Hill - Smith Pilot

1 B17F going down  
 exploded at cloud level  
 no clunkes just before bombing  
 in group behind

Lt. Johnson Co-P  
 E. J. Pelleck Nav.  
 S. N. Kisseberth Bomb.  
 S/S W. H. Mountain Radio

Primary Time: 1156  
 Alternate Height: 19000  
 S/S R. H. Gibson Top T.  
 S/S J. M. Hobbs Ball T.

EMDEN Last Resort Heading: 340° APPROX - 1/s R. J. Smith R. Waist  
 (check) 1/s R. J. Henn L. Waist  
 1/s H. F. Strom Tail G.

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned:  
trans salvord 3  
 4. Observed RESULTS OF BOMBING: (For this plane or others)

none

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

6. GROUND TARGETS ATTACKED: GUNFIRE AND RESULTS: —

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) different - after Holland see log.

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

Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
	<u>over target</u>	<u>1153 until 19000</u>	<u>HV4 mod</u>	<u>white &amp; black</u>	<u>to side &amp; round.</u>	<u>accurate</u>

<u>?</u>	<u>flekshup right out of Emden</u>	<u>1285</u>	<u>?</u>	<u>HV4 mod</u>	<u>black</u>	<u>high &amp; low behind</u>	<u>inaccurate</u>
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040243

1088 Mc110 F W

normal down to  
until 1/2  
every char  
(N. Se)

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 30-35 Place until 1/2 Height 1310  
Time \_\_\_\_\_

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

Number	Time	Place	Height

Notes:

Saw some go down  
1 either JF/W or Mc109 just over  
- of coast going home

c. Claims: DESTROYED \_\_\_\_\_ PROBABLY \_\_\_\_\_ DAMAGED \_\_\_\_\_

d. ENEMY TACTICS OBSERVED:

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

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

→ 2 Mc110 down at about coast  
1 1088 down " " "  
all above group behind

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

✓ none - (first bitten) limbs  
not really.

12. DAMAGE to A/C: (Briefly)

2 small fleck holes

13. TECHNICAL FAILURES:

#4 cylinder head temp gauge out  
heater didn't work

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

Too much prop wash from first group.

S - 2 OFFICER Skalak LtAC TIME COMPLETED 1603

( ) Poor idea going over in terrible weather

4 / Feb / 43 (Date)

- (a) Name Raymond K. Banks  
~~Dart~~ (First) (Middle) (Last)
- (b) Army Serial Number \_\_\_\_\_
- (c) Organization: 367th Bomb Sq (H); 368th Bomb Sq (H); 369th Bomb Sq (H);  
423rd Bomb Sq (H) (NOTE: Underline words applicable).
- (d) Position in Plane: Pilot; Co-Pilot; Navigator; Bombardier; Aerial Engineer;  
Radio Operator; Waist Gunner; Lower Turret Gunner;  
Tail Gunner. (NOTE: Underline words applicable).
- (e) Time of Casualty: about 1230
- (f) Locality of Casualty: Right Foot
- (g) Nature of Injury: Frozen
- (h) Cause of Injury: Failure in heating equipment

Officer Submitting Information:

C. E. Benson F/L

\_\_\_\_\_  
MEDICAL

\_\_\_\_\_  
INTELLIGENCE

\_\_\_\_\_  
OPERATIONS

4/Feb/43 (Date)

(a) Name JAMES W. Haywood  
(First) (Middle) (Last)

(b) Army Serial Number ?

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

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

(e) Time of Casualty: a about 1230

(f) Locality of Casualty: Hands of feet

(g) Nature of Injury: Frozen

(h) Cause of Injury: Heating equipment failure

Officer Submitting Information:

C. E. Thomas R/L

MEDICAL

INTELLIGENCE

OPERATIONS

APO 634  
February 5, 1943.

SUBJECT: Encounter Reports (Mission 4/2/43)

TO.....: A-2, 1ST Bomb Wing.

*Probable*  
1. Ball turret gunner Sgt. W.C. Farn, 369th Bombardment Squadron, 306th Bombardment Group, in A/C #560, number two of leading element, at 12:15 o'clock and 20,000 feet altitude, after leaving target, destroyed ME-109F which had come in head on about 1:00 o'clock and close under his A/C. At about 50 yards beyond his ball turret position and slightly under, he fired 75 to 100 rounds which could be seen entering E/A which then turned to right and went down in a spin and burst into flames. Ball gunner S/Sgt. J. R. Borzyant of same ship, who had previously thought he damaged E/A, confirms this encounter.

*Destroyed*  
2. Right Waist Gunner, S/Sgt. James B. Stelzer, 368TH Bombardment Squadron, 306 TH Bombardment Group, in A/C 124446, at 12:10 o'clock near coast, at altitude of 17,000 feet, started firing at FW 190 at 600 yards as E/A started to peel off for attack from 9:00 o'clock position. E/A burst in flames in front of cockpit, several pieces flew off, canopy flew off, E/A disappeared burning fiercely from cockpit to tail. S/Sgt. Retcofsky left waist gunner who had interchanged with S/Sgt. Stelzer at this particular time confirms this action.

*Probable*  
3. Our A/C 1203467, No. 2 position in element of 3, 368TH Bombardment Squadron, 306th Bombardment Group, 1ST Lt. O. A. Buddenbaum, Pilot, destroyed 1 FW-190 a/c about 17 minutes after leaving target, (place unknown) at 12:20 hours. E/A attacked from 10 o'clock level. Our A/C was at 17,500 feet. Enemy a/c was hit and destroyed at 300 yds. After tracers started hitting him, he went up in a turn, and then dove in flames considered to hot to be extinguished by Enemy pilot. Top turret gunner of our A/C 487 was also observed to be firing at him. 1st Lt. Biggs, Navigator of 1203467 claims E/A & Lt. J. C. Wilkins, Bombardier confirms claim.

Wing granted 5 destroyed - 2, 4, 5, 6, 8  
2 probable - 1, 3  
N.C. - 7, 9, 10-11

040243

*Destroyed*

4. S/Sgt. F. S. Yost, left-waist gunner on plane 171 which was piloted by Lt. Warren George, says that at about 12:15 o'clock while flying at 16,500 feet he sighted an FW 190 coming from slightly above and 8:30 O'clock. As the plane came in S/Sgt. Yost started firing at about 800 yards range and sat on the trigger until the E/A passed beneath. Bullets were seen clearly to enter the fuselage. This plane continued in a straight dive with no spin and was seen clearly to dive into the sea. The pilot did not bail out.

*Destroyed*

5. S/Sgt. B. J. Lamb, tail gunner on Lt. Warren Georges' plane # 171 at 11:58 o'clock and while flying at 20,100 feet sighted four ME 109s attacking another group from behind. These four E/A overshot the trailing group and headed for his plane. When he opened fire at about 500 yards, three of these MEs peeled off but the remaining E/A kept right on coming. Sgt. Lamb saw his bullets hit the enemys' fuselage at 200 yards and continue to hit until the E/A was approximately 100 yards off when it suddenly burst into little pieces the largest of which was part of one wing.

6. Sgt. G. J. McClenan, Ball-turret gunner on plane 171, piloted by Lt. Warren George says that at 12:25 o'clock or thereabouts while flying at 16,000 feet, he sighted a F. W. 190 which had come from above and one o'clock. He picked this plane up as it passed by, fired between 40 and 50 rounds many of which were seen to hit the fuselage. This FW 190 went into a straight dive and was seen by Sgt McClenan to hit the water.

~~7. T/Sgt. W. A. MacGregor, Top-turret gunner on Lt. Warren Georges' plane #171, at 1202 o'clock while flying at 20,000 feet picked up an ME 110 which had attacked the Group following this formation. This E/A came from 5 o'clock. Sgt. MacGregor started firing at 600 yards. When 450 yards distance this E/A did a right turn showing his belly to Sgt. MacGregor, who at this point saw his tracers hit the E/A just about where the pilot should be. The ME 110 went into a dive which soon turned into a very tight spin with smoke literally pouring from the cock-pit. T/Sgt. MacGregor says that this state continued as far as he could follow the E/A.~~

*Destroyed*

8. S/Sgt. C. C. Kemberling, Ball-turret gunner, on plane #12487, near target at altitude of 19,000 feet saw JU 88 at 8 o'clock which did not come into attack but just sat there. Ball-turret gunner opened fire at 400 to 500 yards with 10 rounds from each gun. E/A practically fell out of the air and went down end over end, smoking heavily, this continued until E/A fell out of sight.

~~9. T/Sgt. G. R. Wyly in A/C #560 number two of leading element, at about 11:45 o'clock and at 21,000 feet altitude, fired about 30 or 40 rounds into ME 109 F which was coming in at 3:00 o'clock and above. At about 500 yards, black smoke could be seen coming from right wing of E/A where tracers could be observed entering. After being hit, E/A leveled off and went into a steep dive, and out of sight. This claim confirmed by 1ST Lt. Williams, Colontone, Bombardier.~~

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

APO 634  
February 5, 1943.

SUBJECT: Encounter Reports (Mission 4/2/43)

TO : A-2, 1st Bombardment Wing.

Probable  
A-2  
1st B.W.

1. Ball turret gunner Sgt. W.C. Fann, 369th Bombardment Squadron, 306th Bombardment Group, in A/C No. 560, number two of leading element, at 12:15 o'clock and 20,000 feet altitude, after leaving target, destroyed ME-109F which had come in head on about 1:00 o'clock and close under his A/C. At about 50 yards beyond his ball turret position and slightly under, he fired 75 to 100 rounds which could be seen entering E/A which then turned to right and went down in a spin and burst into flames. Tail gunner S/Sgt. J.R. Borzyant of same ship, who had previously thought he damaged E/A, confirms this encounter.

Destroyed  
A-2  
1st B.W.

2. Right Waist gunner, S/Sgt. James B. Stelzer, 368th Bombardment Squadron, 306th Bombardment Group, in A/C 124446, at 12.10 o'clock near coast, at altitude of 17,000 feet, started firing at FW 190 at 600 yards as E/A started to peel off for attack from 9:00 o'clock position. E/A burst into flames in front of cockpit, several pieces flew off, canopy flew off, E/A disappeared burning fireceyly from cockpit to tail. S/Sgt. Retcofsky left waist gunner who had interchanged with S/Sgt. Stelzer at this particular time confirms this action.

Probable  
A-2  
1st B.W.

3. Our A/C 120346, No. 2 position in element of 3, 368th Bombardment Squadron, 306th Bombardment Group, 1st Lt. O. A. Buddenbaum, Pilot, destroyed 1 FW-190 a/c about 17 minutes after leaving target, (place unknown) at 12.20 hours. E/A attacked from 10 o'clock level. Our A/C was at 17,500 feet. Enemy a/c was hit and destroyed at 300 yds. After tracers started hitting him, he went up in a turn, and then dove in flames considered to hbt to be extinguished by Enemy pilot. Top turret gunner of our A/C 487 was also observed to be firing at him. 1st Lt. Biggs, Navigator of 1203467 claims E/A & Lt. J. C. Wilkins, Bombardier confirms claim.

(Encounter Report cont'd)

10. Our A/C 1203467, 368th Bombardment Squadron, 1st Lt. O.

No Claim  
A-2  
1st B.W.  
A. Buddenbaum, Pilot, damaged one twin engined enemy A/C, probably a ME 110, soon after leaving target, (12:03), Enemy A/C dove from 12 o'clock high, and top turret gunner T/Sgt. R. Guthrie fired at him. After passing over our A/C he dove into cloud with 1 engine smoking heavily.

11. T/Sgt. C. A. Christian, Top-turret gunner on A/C No. 487, at 12:10 o'clock, at altitude of 19,000 feet, near coast on way out, saw two JU 88s going into attack a B 24 formation without making pass at us. Top-Turret gunner fired as E/A made steep bank exposing belly and immediately attack was broken off. E/A went down in head on spin as far as it could be seen.

No Claim  
A-2  
1st B.W.

JOHN B. WRIGHT,

4. S/Sgt. F. S. Yost, left-waist gunner on plane 171 which was piloted by Lt. Warren George, says that at about 12:15 o'clock while flying at 16,500 feet he sighted an FW 190 coming from slightly above and 8:30 o'clock. As the plane came in S/Sgt. Yost started firing at about 800 yards range and sat on the trigger until the E/A passed beneath. Bullets were seen clearly to enter the fuselage. This plane continued in a straight dive with no spin and was seen clearly to dive into the sea. The pilot did not bail out.

Destroyed  
A-2  
1st B.W.

5. S/Sgt. B. J. Lamb, tail gunner on Lt. Warren Georges' plane No. 171 at 11:58 o'clock and while flying at 20,100 feet sighted four ME 109s attacking another group from behind. These four E/A overshot the trailing group and headed for his plane. When he opened fire at about 500 yards, three of these MEs peeled off but the remaining E/A kept right on coming. Sgt. Lamb saw his bullets hit the enemys' fuselage at 200 yards and continue to hit until the E/A was approximately 100 yards off when it suddenly burst into little pieces the largest of which was part of onewing.

Destroyed  
A-2  
1st B.W.

6. Sgt. G.J. McClenan, Ball-turret gunner on plane 171, piloted by Lt. Warren George says that at 12:25 o'clock or thereabouts while flying at 16,000 feet, he sighted a FW 190 which had come from above and one o'clock. He picked this plane up as it passed by, fired between 40 and 50 rounds many of which were seen to hit the fuselage. This FW 190 went into a straight dive and was seen by Sgt. McClenan to hit the water.

Destroyed  
A-2  
1st B.W.

7. T/Sgt. W. A. MacGregor, Top-turret gunner on Lt. Warren Georges' plane No.171, at 1202 o'clock while flying at 20,000 feet picked up an ME 110 which had attacked the Group following this formation. This E/A came from 5 o'clock. Sgt. MacGregor started firing at 600 yards. When 450 yards distant this E/A did a right turn showing his belly to Sgt. MacGregor, who at this point saw his tracers hit the E/A just about where the pilot should be. The ME 110 went into a dive which soon turned into a very tight spin with smoke literally pouring from the cock-pit. T/Sgt. MacGregor says that this state continued as far as he could follow the E/A.

No Claim  
A-2  
1st B.W.

8. S/Sgt. C. C. Kemberling, Ball-turret gunner, on plane No. 124487, near target at altitude of 19,000 feet saw JU 88 at 8 o'clock which did not come into attack but just sat there. Ball-turret gunner opened fire at 400 to 500 yards with 10 rounds from each gun. E/A practically fell out of the air and went down end over end, smoking heavily, this continued until E/A fell out of sight.

Destroyed  
A-2  
1st B.W.

9. T/Sgt. G. R. Wyly in A/C No. 560 number two of leading element, at about 11:45 o'clock and at 21,000 feet altitude, fired about 30 or 40 rounds into ME 109F which was coming at 3:00 o'clock and above. At about 500 yards, black smoke could be seen coming from right wing of E/A where tracers could be observed entering. After being hit, E/A leveled off and went into a steep dive, and out of sight. This claim confirmed by 1st Lt. Williams Colontone, Bombardier.

No Claim  
A-2  
1st B.W.

**CONFIDENTIAL**

HEADQUARTERS  
1ST BOMBARDMENT WING  
APO 634

D-H-6

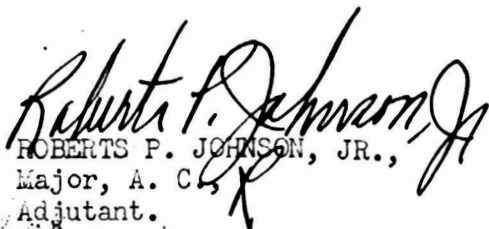
5 July, 1943.

SUBJECT: Supplementary Evaluated Encounters Report-Mission-Emden-  
4 February, 1943.

TO : Commanding Officer, 306th Bomb. Group, APO 634, (Attn: S-2).

Returned herewith your supplementary evaluated encounters  
with 1st Bomb. Wing Tabulation of E/A encounters with respect to the  
mission of 4 February, 1943.

By Command of Brigadier General ARMSTRONG:

  
ROBERTS P. JOHNSON, JR.,  
Major, A. C.,  
Adjutant.

2 Incls;

Incl. No. 1-Supplementary Evaluated Encounters.

Incl. No. 2-1st Bomb. Wing Tabulation of E/A Encounters.

**CONFIDENTIAL**



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

APO 634  
1 July, 1943

SUBJECT: Delayed Combat Claim

TO : A-2, 1st Bomb Wing

1. Below are facts in relation to the delay in the submission of the enclosed combat claim.

2. T/Sgt. Joe Bowles had hands frozen on this mission and was taken from landing A/C to station hospital and transferred to 2nd Evacuation Hospital, Diddington, the same day. He returned to duty with 369th Squadron on 16/3/43.

3. No claim was entered at the time of interrogation. T/Sgt. Bowles states that upon return to duty with his Squadron he was told that his pilot, Capt. Maliszewski, had entered claim for him during his absence from the station. It was not until about June 28, 1943 that T/Sgt. Joe Bowles checked the official records and learned that no claim had been entered for this E/A destroyed.

JOHN B. WRIGHT,  
Major, AC,  
Group 8-2.

2 Incls:

Incl #1 - Combat Form (3 copies)

Incl #2 - Signed statement by T/Sgt. Jess F. Williams

STATEMENT

I, T/Sgt. Jess F. Williams, right waist gunner, first noticed that ball turret gunner was firing one of the longest bursts I had ever heard. I couldn't see anything out of right waist so I looked over at left waist and then saw large pieces, including practically all of one wing and part of tail, go floating by. Never saw anything but a bunch of pieces. Looked like the plane disintegrated. No question but that this was Joe Bowles' plane

T/Sgt. Jess F. Williams

Group 306

**CONFIDENTIAL**

Date 4/2/43

Squadron 369

Place where attacked Short time after bombing run

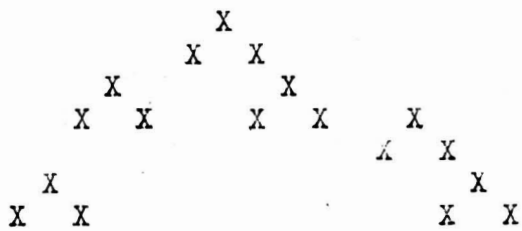
A/C No. 250404

Time About 1205 hrs Height 21,000'

Story of the attack-- E/A coming in at 11 o'clock. When within about 300 yards gave him long burst of about 100 rounds. E/A kept coming in and ball turret gunner continued to fire into this A/C. When within 100 yards E/A levelled off, wavered, out of control and seemed to be breaking up. T/Sgt. J.F. Williams, right waist gunner, noticed that ball turret gunner was firing one of the longest bursts he had ever heard and looking over through left waist vent, saw pieces including practically all of one wing and part of tail of E/A go floating by. Smaller pieces were also seen, indicating this E/A had disintegrated and there was no question in his mind but that this was ball turret gunner, Joe Bowles' destroyed E/A

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & 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 \_\_\_\_\_
- c. type of E/A F4U
- d. level of attack;
  - from high above \_\_\_\_\_
  - (Check level \_\_\_\_\_
  - one) below X
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. Joe Bowles, 33091168

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. J.F. Williams  
Position in A/C Right waist gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: Signed statement of right waist gunner, T/Sgt. J.F. Williams, was forwarded with previous combat form.

**CONFIDENTIAL**

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

Interrogator

Capt. W.W. Glass

**CONFIDENTIAL**

Group 306

Date 4/2/43

Squadron 349

Place where attacked Short time after bombing

A/C No. 250404

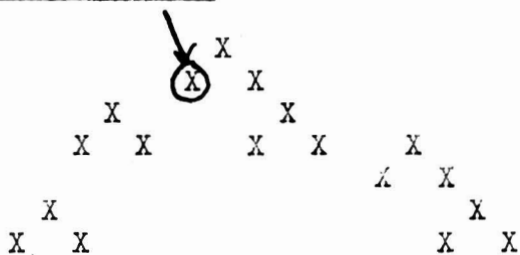
Time About 1205 hrs Height 21,000'

Story of the attack-- E/A coming in at 11 o'clock low, when within about 300 yards gave him long burst about 100 rounds. E/A kept coming in and when within 100 yards he levelled off and then wavered, seeming to go out of control

**PROBABLE**  
A-2. I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & 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 \_\_\_\_\_
- c. type of E/A F4U
- d. level of attack;
  - from high above \_\_\_\_\_
  - (Check level \_\_\_\_\_
  - one) below X
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. Joe Bowles, 33091168

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. J.F. Williams

Position in A/C Right waist gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: Signed statement of right waist gunner,

T/Sgt. J.F. Williams attached.

**CONFIDENTIAL**

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

Interrogator

Capt. H.H. Glass

Incl. 1 - copy 3

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

10 July, 1943  
APO 634

SUBJECT: Re-submission of Destroyed E/A Claim for Evaluation

TO : A-2, 1st Bomb Wing.

1. In submitting this delayed combat claim under date 1/7/43 the narrative on encounter form did not include corroborating statement of T/Sgt. J.F. Williams, right waist gunner, on this same A/C, who saw E/A disintegrate in air.

2. The interrogator, Capt. W.W.Glass, who has investigated the evidence relating to this encounter, believes T/Sgt. Joe Bowles, ball turret gunner, should receive credit for an E/A destroyed.

W.W.GLASS,  
Captain, AG,  
Ass't S-2.

Group 306

Date 4/2/43

Squadron 369

Place where attacked Short time after bombing

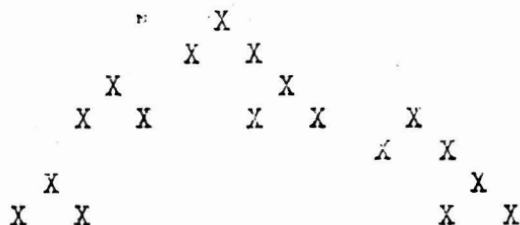
A/C No. 250104

Time About 1205 hrs. Height 21,000'

Story of the attack-- E/A coming in at 11 o'clock. When within about 300 yards gave him long burst of about 100 rounds. E/A kept coming in and ball turret gunner continued to fire into this A/C. When within 100 yards E/A levelled off, wavered, out of control and seemed to be breaking up. T/Sgt. J.F. Williams, right waist gunner, noticed that ball turret gunner was firing one of the longest bursts he had ever heard and looking over through left waist vent, saw pieces including practically all of one wing and part of tail of E/A go floating by. Smaller pieces were also seen, indicating this E/A had disintegrated and there was no question in his mind but that this was ball turret gunner, Joe Bowles' destroyed E/A

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & 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 \_\_\_\_\_  
c. type of E/A F4U  
d. level of attack;  
    from high above \_\_\_\_\_  
    (Check level \_\_\_\_\_  
    one) below X  
    very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. Joe Bowles, 33091168

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. J.F. Williams  
Position in A/C Right waist gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: Signed statement of right waist gunner, T/Sgt. J.F. Williams, was forwarded with previous combat form.

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

Time \_\_\_\_\_ Interrogator  
Capt. W.W. Glass

Group 306

Date 4/9/43

Squadron 369

Place where attacked Short time after bombing

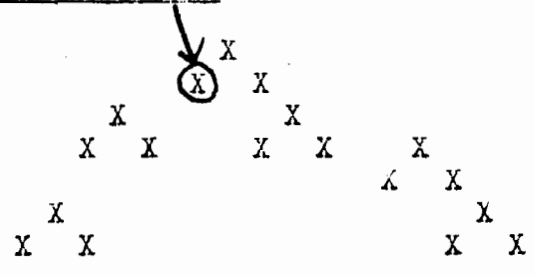
A/C No. 290404

Time about 1205 hrs Height 21,000'

Story of the attack-- E/A coming in at 11 o'clock low, when within about 100 yards gave him long burst about 100 rounds. E/A kept coming in and when within 100 yards he levelled off and then swerved, coming to go out of control

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & 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 \_\_\_\_\_  
c. type of E/A F4U  
d. level of attack;  
from high above \_\_\_\_\_  
(Check level \_\_\_\_\_  
one) below X  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names T/Sgt. Joe Davies, 33091168

Positions Ball turret

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. J.F. Williams  
Position in A/C Right Waist gunner

Other A/C firing at the same time? \_\_\_\_\_

Comments of the interrogator: Signed statement of right waist gunner,

T/Sgt. J.F. Williams attached.

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

Time \_\_\_\_\_ Interrogator \_\_\_\_\_

Capt. F.N. Glass

Group 306

Date 4/2/43  
Place, where attacked Short time after bombing run

Squadron 369

Time About 10:45 hrs

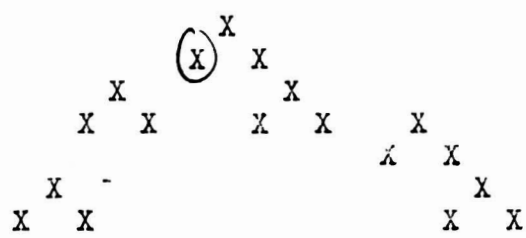
A/C No. 250404

Height 2,000'

Story of the attack-- E/A coming in at 11 o'clock low, when within about 300 yds gave him long burst about 100 rounds. E/A kept coming in and when within 100 yds he backed off and then wavered seeming to go out of control. After passing Right Waist Gunner E/A? wing came off and...

Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; & 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 \_\_\_\_\_
- c. type of E/A FW 190
- d. level of attack;
  - From high above \_\_\_\_\_
  - (Check level \_\_\_\_\_
  - one) below X
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names Sgt. Joe Boeles # 33091168

Positions Ball Turret

4. If E/A was shot down or damaged:

Corroborated by T/Sgt. J.F. Williams  
Position in A/C Right Waist Gunner

Other A/C firing at the same time? ? T/Sgt. Williams shot burst at E/A wing.

Comments of the interrogator: Signed Statement of Right Waist Gunner T/Sgt. Williams attached.

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

Time \_\_\_\_\_ Interrogator Capt. W.O. Glass

About 10:45 hrs

Reasons for delay <sup>reporting</sup> ~~to~~ <sup>in</sup> accompanying letter

T/Sgt. Joe Bowles had hands frozen on this mission and  
2nd was taken from <sup>London</sup> A/C to Station Hospital and transferred to  
2-Occupation Hospital, Saddington, <sup>Princeton</sup> Returned to duty  
with 369th ~~th~~ Squadron 16/3/43. Crew

No Claim entered at time of interogation. T/Sgt Joe  
Bowles states that upon return to duty with his Squadron  
he was told his pilot Capt. Maliszewski had entered  
Claim for him during his absence from Station.  
It was not until about June 28th that T/Sgt Joe  
Bowles checked the official records and learned  
that no Claim had been entered for the E/A Destroyed.

S/Sgt. Walter Piotrowski  
Manchester, N.H.

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

Feb 4, 1943

1. Our A/C No. 476 Group 306 Position in Formation \_\_\_\_\_ Date \_\_\_\_\_
2. Type of E/A ME 109 Place 4th left hand Time 12:29 Height \_\_\_\_\_
3. E/A came from 1 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 300 Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? Yes By whom?
  - b. Was E/A seen to break up in air? No By whom?
  - c. Was E/A seen to descend in flames? Yes By whom?
  - d. Were flames so intense pilot could not extinguish them? Yes
  - e. Did pilot bale out? No

6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.  
*E/A came from 1 o'clock and slightly above, & shot under our A/C. Fired at by bombardier, ball-turret gunner & tail gunner. Ball-turret gunner hit him at 300 yds in fuselage then when he passed, picked him up again.*

7. If claimed as DAMAGED, *(over)*
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? *S/Sgt W.F. Hall (Bombardier) and S/Sgt Smart - tail gunner and claimant*
9. Which member of crew claims this E/A? *S/Sgt Walter Piotrowski*
10. Is it believed other U.S. crews fired at this E/A? No
11. How many other E/A attacked at about this same time? *One ME 110 came overhead at same time*
12. Other information:

13. Pilot A.R.W. Jones, 423 Sqn.  
Name of Intelligence Officer:

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

*traces seen entering fuselage at engine position. This plane was about 450 yards E/A burst into intense flames and was seen to head for sea. Tail gunner S/Sgt Smart saw this plane actually but the*

ca. F. Vigan.

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 368 Group 306 Position in Formation #1 Date 4.2.43

2. Type of E/A \_\_\_\_\_ Place \_\_\_\_\_ Time \_\_\_\_\_ Height \_\_\_\_\_

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

4. Distance E/A was first hit \_\_\_\_\_ Distance when E/A destroyed or damaged \_\_\_\_\_

5. If claimed DESTROYED

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

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

7. If claimed as DAMAGED,

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

8. Which gunners fired at E/A?

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

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

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

12. Other information:

13. Pilot \_\_\_\_\_, \_\_\_\_\_ Sqn.

Name . Intelligence Officer:

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

One Ju 88 was working on ground, behind. T.G. kept shooting at him at 500-800 yds. E/A went into a dive with left motor smoking heavily. After 3000 ft, he disappeared into cloud. Fired about 300 rounds, saw six tracers enter E/A. At least 40 rounds took effect.

(T)

T T

This crew saw one E/A blow up in the air while engaging another group above and to the right of our formation. It was single-engine. This occurred at about 1300 hrs. After explosion, six other E/A which were attacking took off.

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 171 Group 306 Position in Formation near some ridge Date 2/4/43
2. Type of E/A ME-109 Place Refuge target Time 11:58 Height 20,000
3. E/A came from 6 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 200 Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
- a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Zail Gunner - Yamb.
9. Which member of crew claims this E/A? Yamb.
10. Is it believed other U.S. crews fired at this E/A? None seen.
11. How many other E/A attacked at about this same time?
12. Other information:

13. Pilot Yerge., 427. Sqdn.  
Name of Intelligence Officer:

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

x Lem.

x Warner,

x x

x Jones.

x Gers

x Condit.

x x

x Smith

4 Attached other group. 1000 shot & came into our plane. & came  
 right in. Started shooting. That 100 rounds at him. When he got  
 to 100 yds about he broke up into little pieces the biggest of which was  
 part of one wing.

040243

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

*2 in it. demat*  
Date 2/4/43

1. Our A/C No. 171 Group 306 Position in Formation \_\_\_\_\_ Date \_\_\_\_\_
2. Type of E/A FW190 Place 1229 Time \_\_\_\_\_ Height 16000  
*off Westland*
3. E/A came from / \_\_\_\_\_ o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit \_\_\_\_\_ Distance when E/A destroyed or damaged \_\_\_\_\_

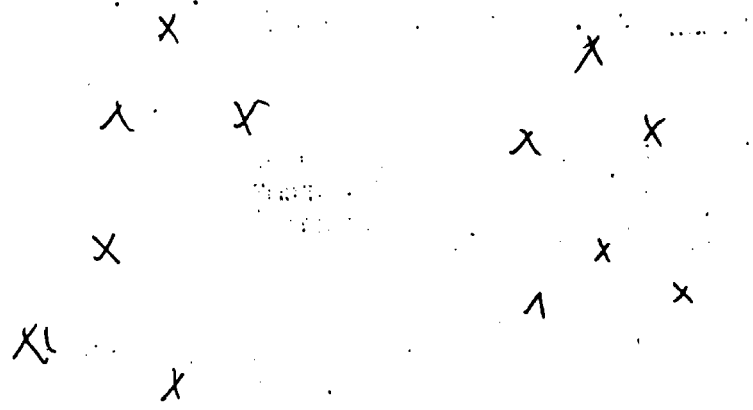
5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.

7. If claimed as DAMAGED,
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? *Mc Clelland Bull Junet*
9. Which member of crew claims this E/A? *Mc Clelland*
10. Is it believed other U.S. crews fired at this E/A?
11. How many other E/A attacked at about this same time?
12. Other information:

13. Pilot George, 423 Sqdn.  
Name of Intelligence Officer:  
*A. Fullerton*

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

As crossed coast on my out. F W attached from just above and  
1 o'clock. Ball turret picked him up. Fired 40 to 50 rounds. EA  
went into straight dive and was seen by ball turret gunner to hit  
water.



- x Warner
- x Jones.
- x George.
- x Smith
- x Murrel.

040243

0 102 13

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 171 Group 306 Position in Formation \_\_\_\_\_ Date 2/4/43
2. Type of E/A ME110 Place Right after target Time 1202 Height 20,000
3. E/A came from 5 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 450 Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? Waite gun + 2nd turret
9. Which member of crew claims this E/A? Mac Gregor (Sgt) (2nd turret)
10. Is it believed other U.S. crews fired at this E/A?
11. How many other E/A attacked at about this same time?
12. Other information:

13. Pilot George, 423 Sqdn.  
Name of Intelligence Officer:

Lt Baldwin

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



CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 306 Group 306 Position in Formation 2 Date \_\_\_\_\_
2. Type of E/A <sup>ME</sup>109 Place 2 Time 1120 Height 19500
3. E/A came from \_\_\_\_\_ o'clock at time combat began, from High, Above, Level  
Below, Low.
4. Distance E/A was first hit \_\_\_\_\_ Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A?
9. Which member of crew claims this E/A?
10. Is it believed other U.S. crews fired at this E/A?
11. How many other E/A attacked at about this same time?
12. Other information:
13. Pilot \_\_\_\_\_, \_\_\_\_\_ Sqdn.  
Name of Intelligence Officer:

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

Radio-man.

Hit bet. engine & cockpit - saw tracers entering. E/A was climbing, stopped when hit and fell away "looked like falling leaf" disappeared into cloud. E/A seemed out of control. About 15 ~~shells~~ bullets entered at 550 yds.  
E/A Mc 109.

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 487 Group 306 Position in Formation #3 in 2<sup>nd</sup> sqd Date 4 Oct.
2. Type of E/A Ju 88 Place near coast on way out Time 1210 Height 19000'
3. E/A came from 8 o'clock at time combat began, from High, Above, Level Below, Low.
4. Distance E/A was first hit 600 yds. Distance when E/A destroyed or damaged 600 yds.
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
- a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? - Navigator from other ship in same formation
9. Which member of crew claims this E/A? - T/Sgt. A. Christian - T Turret
10. Is it believed other U.S. crews fired at this E/A? yes.
11. How many other E/A attacked at about this same time? 1 other
12. Other information: -
13. Pilot \_\_\_\_\_, \_\_\_\_\_ Sqdn.  
Name Intelligence Officer: \_\_\_\_\_

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

Regan  
~~Reagan~~  
T

Riber  
T

B'baum  
T

Seelen  
T

Killogly  
T

Smiley  
T

Two Ju 88's were going in to  
-attack B24 formation without  
making pass at us. <sup>Top turret gunner</sup> ~~Step~~  
fired as E/A made steep bank  
exposing belly and immediately  
-attack was broken off. E/A  
went down in head on  
spin as far as it could be  
seen.

040243

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 487 Group 306 Position in Formation <sup># 3 in</sup> 2nd Date 4 Feb.
2. Type of E/A Ju 88 Place Near Bomb Time 1230 Height 19000'
3. E/A came from 8 o'clock o'clock at time combat began, from High, Above, Level  
Below, Low.
4. Distance E/A was first hit 4-500 yds. Distance wh. E/A destroyed or damaged 400 yds.
5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A? — ~~all~~
9. Which member of crew claims this E/A? S/Sgt C.C. Kimberling Ball T.
10. Is it believed other U.S. crews fired at this E/A? — none
11. How many other E/A attacked at about this same time? — none
12. Other information:

13. Pilot \_\_\_\_\_, \_\_\_\_\_ Sqn.  
 Name of Intelligence Officer:

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

Reber  
 (T)  
 Ryan  
 T  
 O'Baum  
 T  
 Seeloo  
 T  
 Smiley  
 T  
 Guelogly  
 T

Ju 88 came in at 8 o'clock level  
 but did not attack, just  
 there. Ball turret gunner opened  
 fire at 400 to 500 yds. with 10 rounds  
 each gun. E/A practically fell out  
 of the air and went down  
 end over end, <sup>smoking heavily</sup> as far as it  
 could be seen.

Time 12:20 - near target - 19,000'  
 Ac# 124487

040243

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

1. Our A/C No. 423 Group 306 Position in Formation 2 in statement Date 3/4/43
2. Type of E/A P4U/10 Place off the line Time 12:28 Height 16,500
3. E/A came from 8:30 o'clock at time combat began, from High, Above Level  
Below, Low.
4. Distance E/A was first hit 800 Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom?  
b. Was E/A seen to break up in air? By whom?  
c. Was E/A seen to descend in flames? By whom?  
d. Were flames so intense pilot could not extinguish them?  
e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
- a. Did E/A lower its undercarriage?  
b. Did its engine stop?  
c. Were parts shot away?  
d. Was our explosive ammunition seen to enter E/A?  
e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A?  
9. Which member of crew claims this E/A?  
10. Is it believed other U.S. crews fired at this E/A?  
11. How many other E/A attacked at about this same time?  
12. Other information:

13. Pilot Genye, 423 Sqn.  
Name of Intelligence Officer:

Baldwin

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



CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

- 1. Our A/C No. ~~308~~ Group 306 Position in Formation \_\_\_\_\_ Date 4/3/43
- 2. Type of E/A FW190 Place COAST Time 1210 Height 17000'
- 3. E/A came from \_\_\_\_\_ o'clock at time combat began, from High, Above, Level  
Below, Low.
- 4. Distance E/A was first hit \_\_\_\_\_ Distance when E/A destroyed or damaged \_\_\_\_\_
- 5. If claimed DESTROYED
  - a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
- 6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
- 7. If claimed as DAMAGED,
  - a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
- 8. Which gunners fired at E/A?
- 9. Which member of crew claims this E/A?
- 10. Is it believed other U.S. crews fired at this E/A?
- 11. How many other E/A attacked at about this same time?
- 12. Other information:

13. Pilot \_\_\_\_\_, \_\_\_\_\_ Sqdn.  
Name of Intelligence Officer:

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

040243

AC# 124446 - Time 1210 - near coast -  
alt. 17000'

~~X~~  
Rt. Waist Gunner - shooting left waist gun.  
Came from behind peeled off to attack;  
burst into E/A at 600 yds. as E/A peeled  
off. Large flame in front of cockpit,  
several pieces flew off, canopy flew  
off. E/A was going down disappearing  
under tail flames coming from  
just in front of cockpit

Came in at about 400 o'clock

Left-waist gunner saw & confirms  
action.

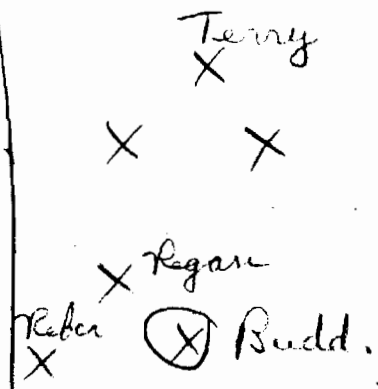
STELZER.

1st Lt James B. Stehler A.S.N. 18039853  
Colonel, USAF

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

040243

1. Our A/C No. 1203467 Group 306 Position in Formation \_\_\_\_\_ Date \_\_\_\_\_
2. Type of E/A \_\_\_\_\_ Place \_\_\_\_\_ Time \_\_\_\_\_ Height \_\_\_\_\_
3. E/A came from \_\_\_\_\_ o'clock at time combat began, from High, Above, Level  
Below, Low.
4. Distance E/A was first hit \_\_\_\_\_ Distance when E/A destroyed or damaged \_\_\_\_\_
5. If claimed DESTROYED
- a. Was E/A seen to hit ground or sea? By whom?
  - b. Was E/A seen to break up in air? By whom?
  - c. Was E/A seen to descend in flames? By whom?
  - d. Were flames so intense pilot could not extinguish them?
  - e. Did pilot bale out?
6. If claimed as PROBABLE, did E/A break off combat in circumstances which lead to conclusion that it must be a loss? Describe.
7. If claimed as DAMAGED,
- a. Did E/A lower its undercarriage?
  - b. Did its engine stop?
  - c. Were parts shot away?
  - d. Was our explosive ammunition seen to enter E/A?
  - e. Were our cannon projectiles seen to enter E/A?
8. Which gunners fired at E/A?
9. Which member of crew claims this E/A?
10. Is it believed other U.S. crews fired at this E/A?
11. How many other E/A attacked at about this same time?
12. Other information:



13. File \_\_\_\_\_, \_\_\_\_\_ Sqn.  
Name of Intelligence Officer:

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

Claim

Feb. 4

040243

X Our A/c 1203467, 368<sup>th</sup> Squadron,  
1<sup>st</sup> Lt. O. A. Buddenbaum, Pilot, ~~destroyed~~ <sup>destroyed</sup>

1 FW-190 a/c about 17 min. after leaving  
Target (place unknown) at 12:20 hrs.

E/A attacked from 10 o'clock level.

Our A/c was at 17,500'. E A/c was  
hit + destroyed at 300 yds. After tracers  
started hitting him, he went up in a  
~~shandell~~ turn, and then dove in  
flames considered to not to be extinguished  
by En. pilot.

Top Turret Gunner of our A/c 487 was  
also observed to be firing at him.

1<sup>st</sup> Lt. Biggs, Navigator of 1203467  
claims E/A + Lt. J. C. Wilkins, Bombardier  
corroborates claim.

A/c 1203467 occ. no 2 position in  
Element of 3

(OVER)

- Weld

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

APO 634  
10 February, 1943

SUBJECT: Encounter Reports (Mission 4/2/43)

TO : A-2, 1st Bombardment Wing.

1. Our aircraft number 476, number 3 position of second flight of left-hand element, 423rd Bombardment Squadron, 1st Lt. R. W. Jones, Pilot, destroyed an Me 109 A/C at 12:28 to 12:32 o'clock. S/Sgt. Walter Piotrowski makes claim. E/A came from one o'clock and slightly above and flew under our aircraft. Fired on by acting bombardier S/Sgt. Hull, S/Sgt. Piotrowski and tail gunner, S/Sgt. Smoot. S/Sgt. Piotrowski fired at E/A while at one o'clock and 300 yards distant and then picked him up again at 100 yards and seven o'clock. Tracers were seen hitting the fuselage by S/Sgt. Piotrowski and at 400 yards the E/A burst into flames. E/A dove and tail gunner S/Sgt. Smoot followed it down until it hit the sea. S/Sgts. Smoot and Hull confirm this action.

Note: See formation diagram now in your files.

John B. Wright,  
Major, AC.  
S-2.

*Destroyed  
Jul 21 1943*

PHOTO & BOMB PLOTTING REPORT

1. GROUP 306 SQUADRON 369 DATE 4/2/43  
 2. TARGET Hamm, OSNABRÜCKE 3. A/C 086  
 4. NEGATIVE SERIAL \_\_\_\_\_ 5. F/L 8"  
 6. INTERVAL BETWEEN PICTURES \_\_\_\_\_ 8 Sec. 7. AUTOMATIC? YES  
 8. BOMB LOAD \_\_\_\_\_ 10 X 500 lbs. 9. FUZE 1/10 NOSE  
 \_\_\_\_\_ X lbs. 1/40 TAIL

10. HOW MANY BOMBS WERE DROPPED \_\_\_\_\_ 10 \_\_\_\_\_ X 500 lbs.  
 \_\_\_\_\_ X lbs.  
 11. EXACT TIME BOMBS WERE RELEASED \_\_\_\_\_ 12<sup>00</sup> 12. TRUE AIR SPEED 160 mph.  
 13. EXACT TIME CAMERA WAS STARTED \_\_\_\_\_ 1159 14. GROUND SPEED 150 mph.  
 15. A/C HEADING AT MOMENT BOMBS WERE RELEASED \_\_\_\_\_ 330° MAG.  
 16. A/C TRACK AT MOMENT BOMBS WERE RELEASED \_\_\_\_\_ 345° MAG.  
 17. ALTITUDE AT TIME BOMBS WERE RELEASED \_\_\_\_\_ 19400 FT.  
 18. WAS SIGHTING PERFECT? - YES \_\_\_\_\_ (NO)

19. IF NOT STATE BRIEFLY CIRCUMSTANCES INTERFERING WITH ACCURACY \_\_\_\_\_  
Cloud cover - evasive action of group in front  
Parade to know exact target they were bombing  
 20. BOMBARDIERS ESTIMATE OF POINT OF IMPACT - ON TARGET \_\_\_\_\_ Smoke screen  
In clouds -  
 RANGE - SHORT \_\_\_\_\_ hds. OVER \_\_\_\_\_ yds. DEFLECTION -R \_\_\_\_\_ L \_\_\_\_\_ yds.

21. POSITION PHOTOGRAPHED \_\_\_\_\_

22. OBSERVATIONS FROM PHOTO PRINTS:  
NEG. NUMBER : REMARKS



## PHOTO &amp; BOMB PLOTTING REPORT

1. GROUP 306 SQUADRON 369 DATE 2/2/43
2. TARGET Hamm, OSNABRÜCKE 3. A/C 306
4. NEGATIVE SERIAL \_\_\_\_\_ 5. F/L 8"
6. INTERVAL BETWEEN PICTURES 8 Sec. 7. AUTOMATIC? YES
8. BOMB LOAD 10 X 500 lbs. 9. FUZE 1/10 NOSE  
X lbs. 1/40 TAIL
- 
10. HOW MANY BOMBS WERE DROPPED 10 X 500 lbs.  
X lbs.
11. EXACT TIME BOMBS WERE RELEASED 1205 12. TRUE AIR SPEED 186 mph.
13. EXACT TIME CAMERA WAS STARTED 1205 14. GROUND SPEED 160 mph.
15. A/C HEADING AT MOMENT BOMBS WERE RELEASED 350° MAG.
16. A/C TRACK AT MOMENT BOMBS WERE RELEASED -6° MAG.
17. ALTITUDE AT TIME BOMBS WERE RELEASED 19000' FT.
18. WAS SIGHTING PERFECT? - YES \_\_\_\_\_ NO X
19. IF NOT STATE BRIEFLY CIRCUMSTANCES INTERFERING WITH ACCURACY not visibility  
poor
- 
20. BOMBARDIERS ESTIMATE OF POINT OF IMPACT - ON TARGET not seen.  
RANGE - SHORT \_\_\_\_\_ hds. OVER \_\_\_\_\_ yds. DEFLECTION -R \_\_\_\_\_ L \_\_\_\_\_ yds.
- 
21. POSITION PHOTOGRAPHED \_\_\_\_\_
22. OBSERVATIONS FROM PHOTO PRINTS:  
NEG. NUMBER \_\_\_\_\_ REMARKS \_\_\_\_\_

PILOT SEELOS  
A/C # 514

PHOTO & BOMB PLOTTING REPORT

1. GROUP 306 SQUADRON 368 DATE 4/2/43  
2. TARGET Hamm, OSNABRÜCKE, 3. A/C 514  
4. NEGATIVE SERIAL \_\_\_\_\_ 5. F/L 8"  
6. INTERVAL BETWEEN PICTURES \_\_\_\_\_ 8 Sec. 7. AUTOMATIC? YES  
8. BOMB LOAD 10 X 500 lbs. 9. FUZE 1/10 NOSE  
X lbs. 1/40 TAIL

10. HOW MANY BOMBS WERE DROPPED 10 X 500 lbs.  
\_\_\_\_\_ X \_\_\_\_\_ lbs.  
11. EXACT TIME BOMBS WERE RELEASED 11:58 12. ~~TRUE AIR SPEED~~ Indicates 160 mph.  
13. EXACT TIME CAMERA WAS STARTED 10 sec. after 14. GROUND SPEED ? mph.  
Bombs went  
15. A/C HEADING AT MOMENT BOMBS WERE RELEASED ? MAG.  
16. A/C TRACK AT MOMENT BOMBS WERE RELEASED ? MAG.  
17. ALTITUDE AT TIME BOMBS WERE RELEASED 20,000 FT.  
18. WAS SIGHTING PERFECT? - YES \_\_\_\_\_ NO Not used  
19. IF NOT STATE BRIEF CIRCUMSTANCES INTERFERING WITH ACCURACY \_\_\_\_\_

20. BOMBARDIERS ESTIMATE OF POINT OF IMPACT - ON TARGET Unknown Smoke  
Clouds  
RANGE - SHORT \_\_\_\_\_ hds. OVER \_\_\_\_\_ yds. DEFLECTION -R \_\_\_\_\_ L \_\_\_\_\_ yds.

21. POSITION PHOTOGRAPHED ?

22. OBSERVATIONS FROM PHOTO PRINTS:

NEG. NUMBER

REMARKS