

IMMEDIATE

TO: CG 1st BOMB WING USAAF.

FROM: 306 Bomb Group. (Brampton)

1. ONE AIRCRAFT DID NOT TAKE OFF DUE TO BLOWN OUT CYLINDER HEAD. SEVENTEEN AIRCRAFT ATTACKED PRIMARY TARGET TORPEDO DUMP ST. NAZAIRES. 83 X 1000 GP BOMBS DROPPED. 2 X 1000 GP REMAINED ON BOMB RACK DUE TO MECHANICAL FAILURE AND WERE BROUGHT BACK TO FIELD.
2. FIRST ELEMENT OF NINE SHIPS ATTACKED TARGET AT 1139 HRS 40 SECONDS ALTITUDE 22,800 HEADING 338 DEGREES. SECOND ELEMENT OF EIGHT SHIPS ATTACKED TARGET AT 1141 HRS ALTITUDE 19800 HEADING 355 DEGREES. FIVE AIRCRAFT DID NOT OBSERVE RESULTS. TWO DID NOT RETURN. SIX WERE OVER OR SHORT. THREE OBSERVED BOMB BURSTS IN TARGET AREA. ONE OBSERVED BOMB BURSTS RIGHT ON TARGET.
3. PREVIOUSLY UNREPORTED MODERATE HEAVY FLAK OBSERVED AT PORT ST. PERE NEAR NANTES, TOO FAR AWAY TO BE EFFECTIVE. INTENSE ACCURATE HEAVY FLAK ENCOUNTERED AT TARGET. TRACERS OR RED STREAMERS OBSERVED AT BOMBING ALTITUDE. RED, BLACK, WHITE AND GREEN COLORS OBSERVED.
4. ONE ME 109 CLAIMED PROBABLY DESTROYED WEST OF BELLE ISLE AT 1150 HRS. E/A ATTACKED FROM ONE O'CLOCK AND BELOW WHILE OUR AIRCRAFT WAS AT 12000 FT. IT WAS SEEN TO ATTACK AND CLOSED TO 25 YDS WHEN ITS ENGINE CAUGHT FIRE AND IT WENT DOWN FLAMING IN A LONG GLIDE TOWARD THE SEA. NOT SEEN TO STRIKE WATER BECAUSE OF OVERCAST. FORMATION WAS ATTACKED BY ENEMY FIGHTERS TWICE. FIRST ENCOUNTER BETWEEN TARGET AND BELLE ISLE. SECOND ENCOUNTER NORTHWEST OF BREST.
5. TARGET WAS PROTECTED BY SMOKE POTS OF WHICH THERE WERE APPROXIMATELY FIFTY. THESE WERE LATE STARTING BUT VERY EFFECTIVE AFTER THEY WERE IN OPERATION. THEY APPEARED TO BE IN TWO CONCENTRIC RINGS WEST AND NORTH OF TARGET AREA. AN APPARENTLY UNREPORTED AIRFIELD WAS SEEN NEAR THE INITIAL POINT. A CONVOY OF SEVEN LARGE MERCHANT VESSELS WITH ESCORT WAS SEEN APPROACHING ST. NAZAIRE HARBOR AT ABOUT 1145 HRS. ONE ENEMY FIGHTER WAS SEEN APPARENTLY ATTACKING LT. CRANMER'S CREW AFTER THE SHIP HAD DESCENDED IN THE OCEAN. SIX PARACHUTES FROM AN AIRCRAFT IN THE GROUP AHEAD WERE SEEN IN THE VICINITY OF THE TARGET.
6. REPORT ON CASUALTIES TO FOLLOW.
7. ONE SUPERCHARGER LAGGED. ONE SUPERCHARGER RAN AWAY. ONE GENERATOR FAILURE. ONE TOP TURRET GUN UNSERVICEABLE. ONE BALL TURRET FAILURE DUE TO CARTRIDGE JAMMING. TWO BOMB RACK FAILED TO FUNCTION, RESULTING IN TWO BOMBS BEING BROUGHT BACK. ONE INTERVALOMETER DIAL NOT WORKING, ~~RECALIBRATED~~ RESULTING IN BOMBS BEING SALVOED OVER TARGET. ONE CYLINDER HEAD BLOWN OUT DURING TAKEOFF.
8. FLAK CAUSED ONE HYDRAULIC SYSTEM FAILURE, MINOR DAMAGE TO FUSELAGES OF SEVERAL AIRCRAFT. CANNON SHELL CAME THROUGH FRONT OF ONE COCKPIT, HIT COPILOT'S STEERING COLUMN, BURST AND LODGED BEHIND PILOT'S SEAT. OIL SYSTEM OF NO 3 ENGINE AND HYDRAULIC SYSTEM RENDERED UNSERVICEABLE. RUDDER CABLE SHOT AWAY. VERTICAL FIN BADLY DAMAGED. THIS AIRCRAFT CRASH-LANDED WITH NO BRAKE PRESSURE AND LEFT TIRE BURST. NO DETAILS AS TO EXACT ITEMS OF DAMAGE TO TWO AIRCRAFT WHICH DID NOT RETURN. IT IS BELIEVED THAT ONE WAS DISABLED BY FLAK OVER TARGET AND THAT THE OTHER WAS LAGGING DUE TO FLAK DAMAGE WHEN ATTACKED AND BROUGHT DOWN BY ENEMY FIGHTERS.
9. FORMATION LEADER REPORTS THAT ENEMY FIGHTERS WERE AT A GREAT DISADVANTAGE IN ATTACKING WHEN THE FORMATION WAS AT ZERO ALTITUDE OVER THE OCEAN WHILE RETURNING. ALL ATTACKS WERE FROM ASTERN AND SLIGHTLY ABOVE DURING THIS PERIOD.

FOR THE COMMANDING OFFICER:

FORMATION LEADER STRONGLY
DISAPPROVES UPWIND BOMB
RUN OVER AREA OF INTENSE
FLAK.

P. W. HABERMAN, JR.,
1ST LT., AAF,
ASST S-2.

= 1800 A.

8 January, 1943.

SUBJECT: Attack on St Nazaire, January 3rd, 1943.

TO: Commanding General, 1st Bombardment Wing.

1. I desire to take this opportunity to express my deep gratification and satisfaction at the results obtained on the last raid on the submarine installation at St Nazaire. That last raid was by far the most devastating that has been made to date by this command. The damage inflicted was greater than all previous damage we have been able to make in the other five attacks. Prior to January 3rd, five separate attacks by a total of 158 aircraft have been made and it is doubtful if the cumulative effect of the first five raids is as great as the raid of January 3rd.

2. It is apparent from the efficiency of this last mission that the crews participating therein have shown a remarkable and tremendous increase in their effectiveness which it is hoped will not only continue, but will improve.

N. LONGFELLOW,
Brigadier General, U.S.A.
Commanding.

1st Ind.

HSH/jc

Headquarters, First Bombardment Wing, APO 634, 14 January, 1943.
TO: COMMANDING OFFICERS, 91st, 303rd, 305th, and 306th Bombardment Groups.

It is with profound satisfaction that I forward this commendation from the Commanding General Eighth Bomber Command to the Combat Crews who earned it and the ground personnel who made this operation possible. I should like to add my own appreciation of their efforts and my sincere conviction that the personnel of the First Bombardment Wing will always respond in this manner to the task which has been set before them.

HAYWOOD S. HANSELL, JR.,
Brig. Gen. U.S. Army.
Commanding.

2nd Ind.

HSH/jrb

Hq, 306th Bomb Gp (H), O of the CO, APO 634, 15 January, 1943.
TO: CO's, 367th, 368th, 369th and 423rd Bomb Sq's (H), 306th Bomb Gp (H), APO 634.

The 306th Bombardment Group (H) should be proud of this communication from the Commanding General. Keep up the good work.

FRANK W. ARMSTRONG, Jr.,
Colonel,
Commanding.

OFFICIAL: D. R. COLEMAN,
Major, A.C.

C O N F I D E N T I A L

hanford

Leary
471

Reber
466

Smith
507

T

Cramer
70

hanbert
75

McKay
717

Brandon
69

Parker
72

George
171

Jones
476

Raper
514

Flanagan
560

Spaulding
477

Burdhann
493

Ferguson
501

Casey
88

1. Hot News -

2. Inter-communication

3. Encounter form - 1 each - show 9 ships in formation.

4. Battle casualties.

50,000

URGENT Priority

3-1-43

Mission Report to CG 1st Battalion

For commanding off -

Intelligence Phone Report - Lawson - get off name who receives report.
Intelligence Teletype report,

CONFIDENTIAL

	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT
HEIGHT ENROUTE	91	10,500	303	10,500	305	21,200	306	24,900	44	24,900				
BOMBING HEIGHT	91	20,500	303	20,500	305	21,200	306	24,900	44	24,900				

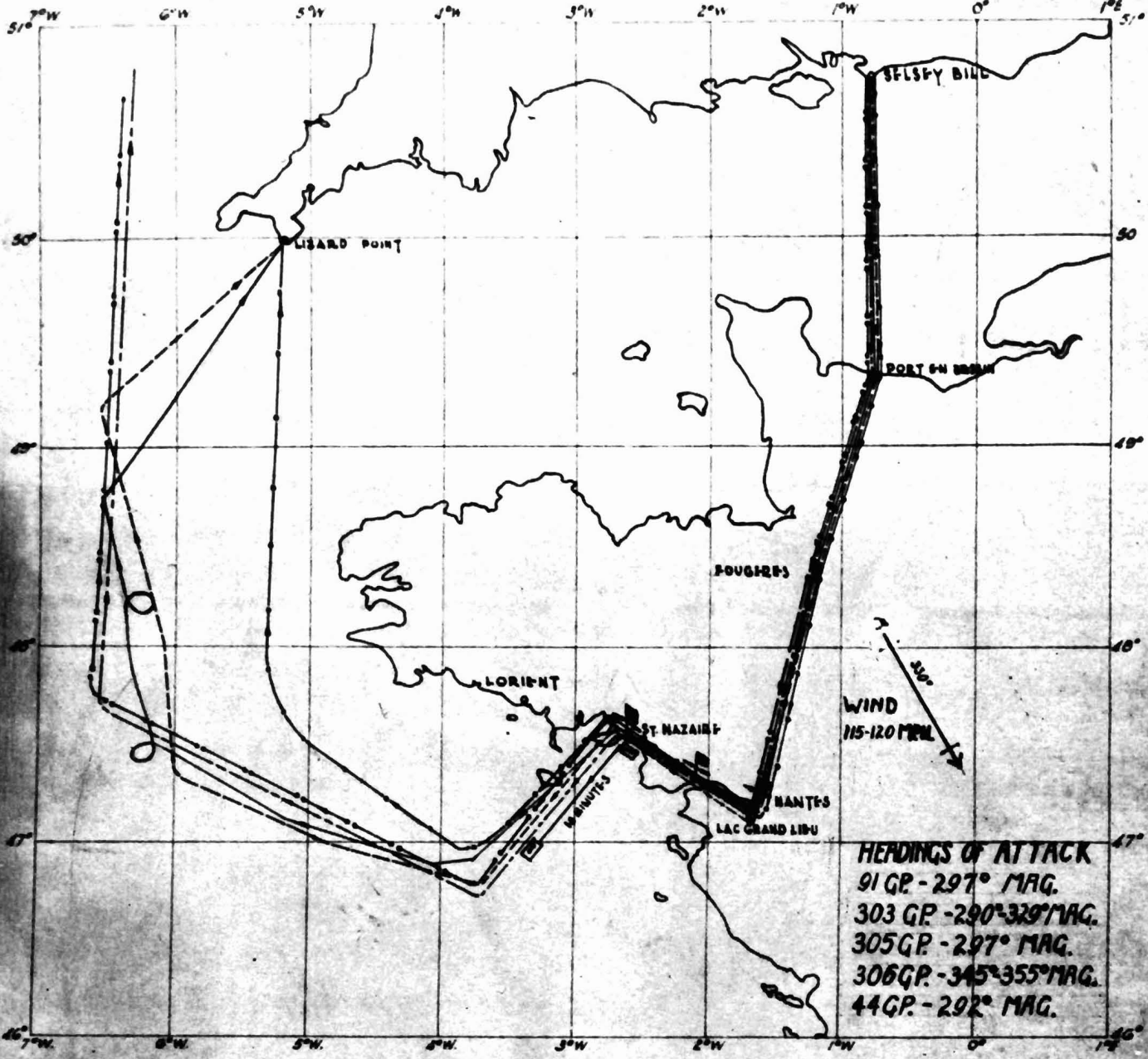
ROUTE AND ENCOUNTER PLOT

TARGET: SUBMARINE INSTALLATIONS

ST. NAZAIRE

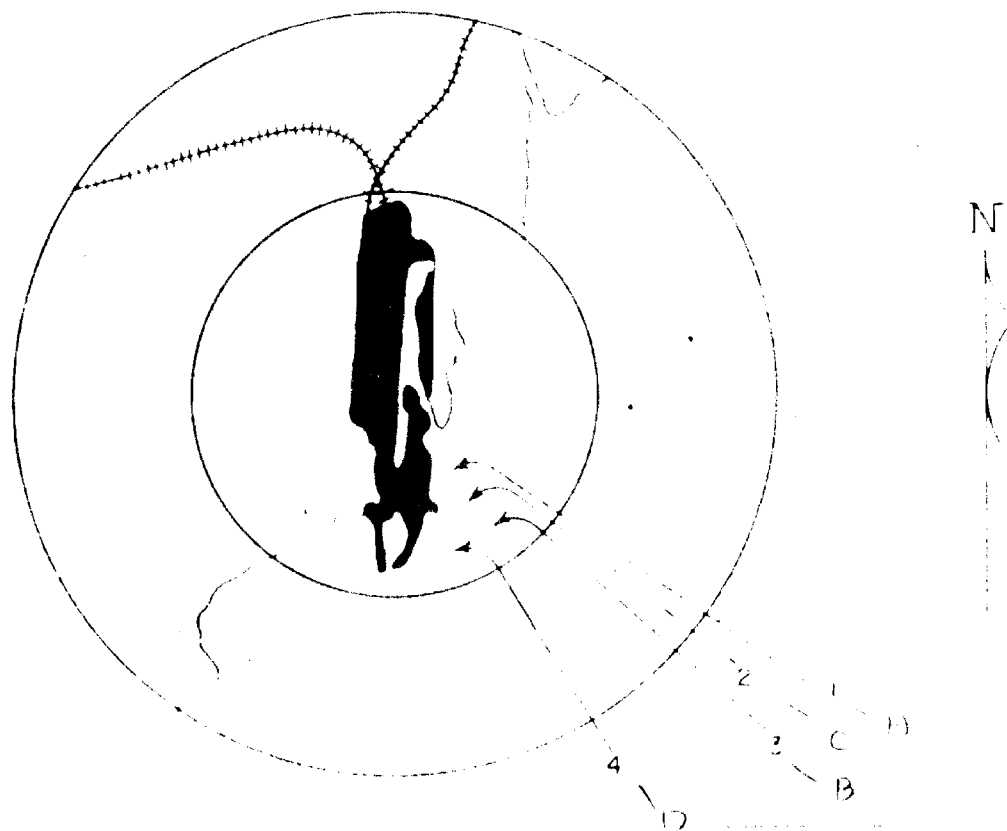
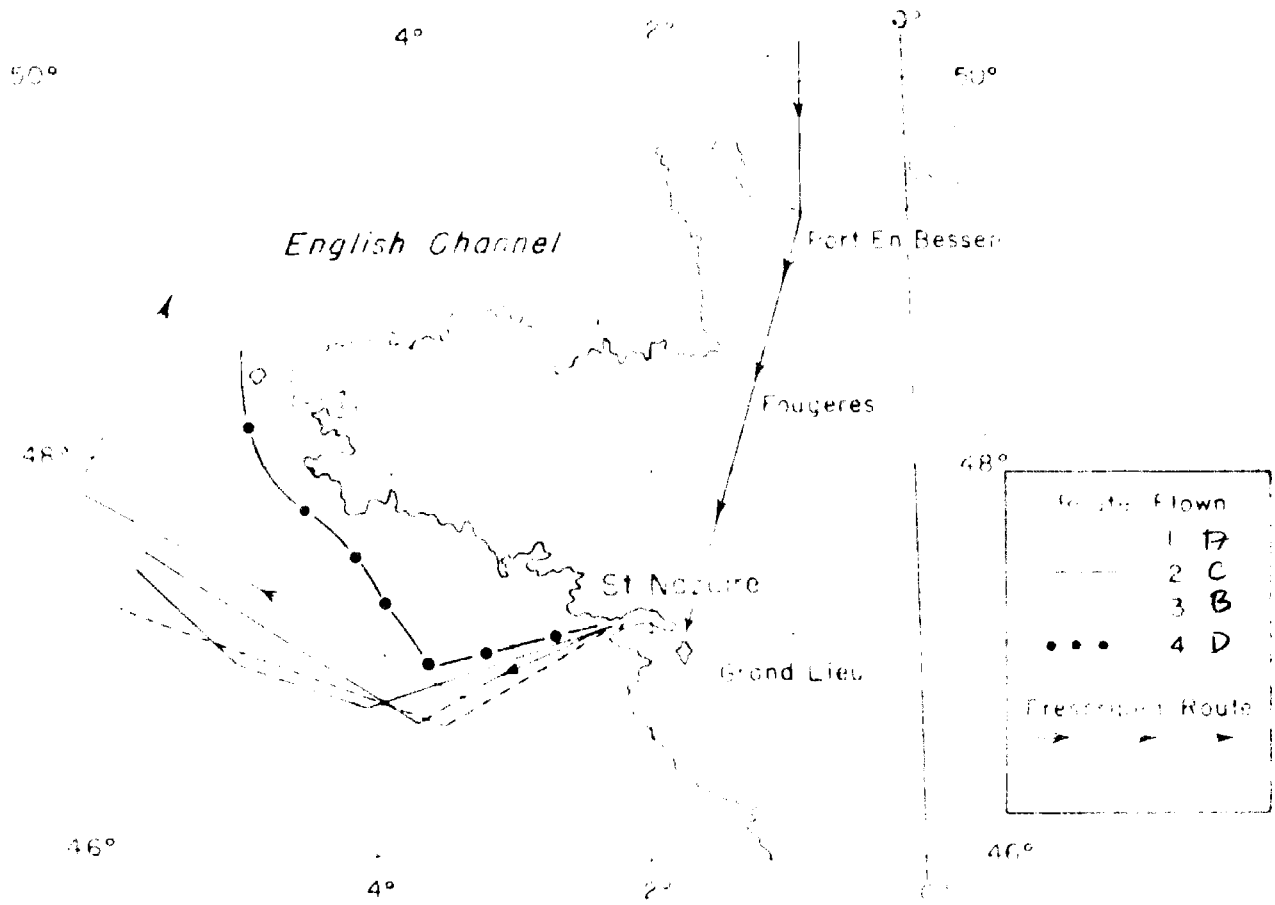
DATE: 9 JANUARY, 1943 (DAY)

- Route followed by 91 GP (1ST WING)
- - - 303 GP. " "
- - - 305 GP. " "
- - - 306 GP. " "
- 44 GP (2ND WING)



- Point at which Enemy A/C was encountered. (Arrow shows direction of flight of our A/C.)
- Point at which Heavy Flak was encountered. (" " " " " " " ")
- ▲ Point at which Light Flak was encountered. (" " " " " " " ")

CONFIDENTIAL



Notes and Observations by H. S. Hansell, Brigadier General, U.S.A.,
Commanding General, 1st Bombardment Wing on the Operation against the
Torpedo Storehouse at St. Nazaire on January 3, 1943.

General Discussion

The following notes are observations based on a rather limited field of vision from the cockpit of the lead airplane of the Wing Formation. This was the leading airplane of the 303rd Bombardment Group, piloted by Col. James Wallace.

The Commanding Officer of the 303rd Bombardment Group got his orders about 23.30, January 2nd. He worked on the preparation of the order for his Group and other details for the operation until at least 00.30 and didn't get to bed until 01.00 hours. He got up at 04.45 hours to prepare for the operations, after about 3½ hours' sleep. Obviously this is insufficient rest and should be corrected by getting orders to him from Wing earlier.

Briefing was fair, the only comment being that the axis of approach should have been more clearly defined in discussing the target. This can be done by showing the direction of approach to the target and the bomb release line on the epidiascope.

Another feature was the emphasis by A-2 upon the number of valuable incidental targets around the principal target. It occurred to me that this had a tendency to make the bombardiers feel that accuracy against the principal target was not especially important.

The 303rd Group took off on schedule at 0900 hours, just at sunrise. Group assembly was well accomplished although it took considerable time and might have been difficult in bad visibility.

Assembly of the 102nd Combat Wing (consisting of the 303rd and 305th Bombardment Groups) was performed on schedule at 0930 at 2500 feet. The Combat Wing formation was at this time somewhat loose but that did not seem particularly important, since it was still over friendly territory.

The 102nd Combat Wing proceeded to the 1st Wing Assembly Point but was, I thought, some miles south of it at zero minus 4 minutes. At exactly zero hour the 101st Combat Wing approached from the North and the 1st Wing assembly was completed at precisely zero hour. It appeared to me that the timing was too close here. If either group had been late there would have been question as to whether the other had gone on. The flight to Port en Bassin, the Rendezvous Point, was uneventful but the Wing flew slightly to the west of the course and came unnecessarily close to the Chebourg Peninsula, here there are some anti-aircraft defenses. It appeared to me that neither the Combat Wings nor the 1st Bombardment Wing was in sufficiently close formation. They were too far apart. I believe that the 1st Bomb. Wing reached the Rendezvous Point exactly on time. Although the fighters were not visible they probably were there also, above us. The fighters had to leave us within a few minutes and return on account of fuel. In approaching the 1st Wing Initial Point, there was some confusion in identifying Lake Grand Lieu, the Initial Point, from Bourgneuf Bay. It appeared to me that the maneuver at the Initial Point was very well carried out. When the lead airplane of the 303rd swung toward the target, it was exactly on the prescribed course for the axis of attack. Apparently the other Combat Wing had ample opportunity to swing into position. The run-up toward the target was very long and straight. This undoubtedly increased our vulnerability against flak but it also provided an excellent opportunity for accurate bombing. Flak against the lead airplane appeared to be accurate in altitude and fairly heavy. The fighter attacks were held until the most vulnerable position of our operation - the bombing run.

Basic: ltr. HQS., AAF, Washington Sub. "Request for Casualty Information" dated 16 April 1946.

attempting to return to his base from St. Eval in Cornwall, England, where he had been weathered in subsequent to the combat mission of 3 January 1943 to St. Nazaire, France. No one on the crew was ever heard from.

2. The crew members on Lt. Brandon's aircraft were as follows;

DED	Brandon, Robert E.	1st Lt.	0-661816	Pilot	PWIB
DED	Henry, <i>A. C. Murriel</i>	1st Lt.	0-789314	Co-Pilot	PWIB
DED	<i>Murphy, James C.</i>	2nd Lt.	0-725031	Bombardier	PWIB
DED	Smith, Lemuel B.	1st Lt.	0-727053	Navigator	PWIB
DED	Porter, Carlton P.	S/Sgt	11029630	Engineer	PWIB
DED	Elliott, J. W.	S/Sgt	20827655	Radio Op.	PWIB
DED	Barnes, Joseph S.	S/Sgt	16046488	Waist Gun.	PWIB
DED	Hopkins, Jerrold M.	S/Sgt	19081195	Ball Tur.Gun.	PWIB
DED	Owen, Earl K.	S/Sgt	12031167	Tail Gunner	PWIB
DED	Jones, James O. Jr.	2nd Lt.	0-661814	Co-Pilot & Gunner	PWIB

3. The present casualty status of subject officer is PWIB per MRU report dated 1 April 1944. This headquarters has no further information regarding Lt. Brandon.

FOR THE COMMANDING OFFICER:

John S. Simonson
JOHN S. SIMONSEN
Major, AC.
Adjutant.

Rec. Unit



WHP/gt

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



IN REPLY REFER TO: AFPPA-8
(F & R)

16 Apr 46

SUBJECT: Request for Casualty Information

Case - R-28B

TO: Commanding Officer
367th Bomb Sq
APO 557, c/o Postmaster
New York, New York

Request all available information, similar to that called for in the Missing Air Crew Report, including a list of the crew members and their positions in the aircraft, be forwarded with least practicable delay in the case of First Lt. Robert L. Brandon O-661816, 367th Bomb Sq, 306th Bomb Gp, reported killed, 7 January 1944.

For the Commanding General, Army Air Forces:

William H. Brandon
WILLIAM H. BRANDON
Lt Col, Air Corps
Chief, Notification Section
Personal Affairs Branch
Personnel Services Division
AC/AS-1

210.5

1st Ind.

D-C-1

HEADQUARTERS, ISTRES ARMY AIR BASE, APO 125, US ARMY. 27 APRIL 1946.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

1. Records at this Headquarters indicate that 1st Lt. Robert L. Brandon O-661816, first pilot on a B-17 aircraft, disappeared together with all the members of his crew on January 7, 1943, over the English Channel north of the Guernsey Islands. At the time he was

A-1

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 129 Date 3.1.42

Position in formation Lead Bomb load 5 x 1000

1. Hot news to be phoned in? Yes No

Details:

Cranwell's position -
phoned - 4 letters seen.
Friendly A/C in any kind of distress?
Flame & smoke seen over water
just south of St. Nazaire - 5 mi.
distance - Boat from our Gp.

CREW

Major Langford Pilot

Cuddeback Lt. Co-P

Lt. Barring Nav.

Lt. Fritzsche Bomb.

Sgt. S. S. S. Radio

T. Cherry Top T.

Sgt. S. S. S. Ball T.

D. J. J. R. Waist

L. J. J. L. Waist

T. J. J. Tail G.

2. TARGET ATTACKED:

St. Nazaire Primary Time: 11:39:40

Alternate Height: 22,800

Last Resort Heading: 338°
(check)

3. Number of BOMBS dropped on target: 5 Jettisoned: 0 Returned: 0

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

Smoke screen prevented observation of target proper.
Bursts of other groups, prob. B-24, seen 5 mi SW
of target.

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 RESULT: None

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 Date
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Unreported

11:36	Port St. Nazaire	24,000	H-M	Bf	Barrage to prevent approach	
11:39	Targets	22,800	H-Very L	Bf	None close to A/C	

9. ENEMY AIRCRAFT

10 mi W. Target to S. of

- a. Total E/A seen: Number 12 Place Balk Lake
 Time 11:52 Height 1000' - 1500'
 b. E/A which fired at, -or were fired upon by this plane:

Number	Time	Place	Height
<u>6</u>	<u>11:52</u>	<u>As above</u>	<u>do</u>
<u>6</u>	<u>11:52</u>	<u>1308 hrs</u>	<u>1000' - 1500'</u>

Notes: Crawler shot down on 2nd attack
at water were from behind
and above.

- c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 0
 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,

1. Fuzes on ship hit by flash at target
at 11:42. 2 engines feathered, he turned toward
shore, as he couldn't keep up. Headed toward
Craie P.T.

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

No.

12. DAMAGE to A/C: (Briefly)

No.

13. TECHNICAL FAILURES:

Bomb bay doors stuck on closing.
Cranked up.

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

Very good to come back at low level.
Pursuit at definite disadvantage. Only got crawler
because he was lagging - probably hit by flash.

S - 2 OFFICER [Signature] TIME COMPLETED 1509

5% Eval.

Strongly disapproved
upward bounding
appr. rel. under
intense flash condition

INTERROGATION FORM

SQUADRON 369 GROUP 306 A/C Number 124471 Date 3.6.42

Position in formation #1 2nd Sq. Bomb load 5 X 1000 GP

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

CREW

Friehly A/C in any kind of distress? Capt Terry Pilot

Lt. Khalil Co-P

Lt. Lachnich Nav.

Lt. Jones SE Bomb.

Sgt Sturman Radio

Sgt Bennett Top T.

Tipton Ball T.

Zdobychak R. Waist

Smith L. Waist

W. Wahan Tail G.

2. TARGET ATTACKED:

St. Kay Primary Time: 11:41
Alternate Height: 19,800
Last Resort Heading: 355°
(check)

3. Number of BOMBS dropped on target: 5 Jettisoned: 0 Returned: 0

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

Own bombs hit @ entrance to basin, in target area
Sambody @ basin.

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. I. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Light burst at Key Pt.

7. RC (If different than ordered.) (If returned early, time, place, height of turn.) 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
<u>11:20</u>	<u>Nantes 2209</u>	<u>H-5</u>	<u>BL</u>	<u>Too far off</u>	<u>Total time</u>	
<u>11:40</u>	<u>Target 20M</u>	<u>H-Varyt</u>	<u>BL</u>	<u>accurate</u>		
			<u>Red</u>			
			<u>intense</u>			
			<u>transit</u>			
			<u>altitude</u>			

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 9 Place after target
 Time 11:00 Height 17000

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

Number	Time	Place	Height
<u>2</u>	<u>as above</u>	<u>at target</u>	<u>17000</u>
<u>6-8</u>	<u>1707</u>	<u>NW of Base</u>	<u>1000'</u>

Notes:

c. Claims: DESTROYED 0 PROBABLY 0 DAMAGED 0

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.)

about 50 smoke pots in semicircle W and N of target. Very effective, but turned on a little too late.

no pursuit coming in.

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

no

12. DAMAGE to A/C: (Briefly)

little holes

13. TECHNICAL FAILURES:

no. Command set weak.

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

low alt is good stuff. Leader took us too close to coast on way out.

S - 2 OFFICER

P. J. Flannery

TIME COMPLETED

327

ST. Eval.

SQUADRON: 368 GROUP 306 A/C Number: 473 Date 3/1/43

Position in formation # 9 Bomb Load 5 X 1000 G.P. 1/10

1. NOT NEWS to be phoned? Yes No
 Details:

Friendly A/C in any kind of distress?

2 17's down 306 Gp. already reported
 1 other 17 hit ground at target and blew up

GREEN
O.A. Buddenbenn Pilot
M.V. Judas Co. P.
Biggs Nav.
J.C. Wilkins Bomb
Horstman Radio.
Clifton Top T.
Smith Ball T.
Moridity R. Waist.
Chisland L. Waist.
Herzeta Tail G.

2. TARGET ATTACKED:

Primary Time: 1139
 Alternate Height: 22,000
 Last Resort Heading: 349° T
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Brought Back:

4. Observed RESULTS of LOADING (for this plane or others)
our bombs short - saw no others

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 ATTACHED BY GULFANE AND results: C

7. ROUTE (if different than ordered.) (If returned early: time, place, hgt of turn)
As briefed

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
1124	30 mi before Target Notes?	23,000	heavy slight	Black	About 2 other accurate bursts	
1139	Target	22,000	Heavy-Intense	Black White	All ground Wing level	Barrage

For Interrogation

Plane No. No

- Flares: 1. Number
 2. Color
 3. Ammunition Used
 4. Bombs Dropped

INTERROGATION FORM

SQUADRON 369 GROUP 906 A/C Number 124461 Date 3 Jan 43

Position in formation No 2 in 3rd element Bomb load 5 x 1000 lbs

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

CREW

Friehly A/C in any kind of distress?

K. Cranmer (124470)
damaged by flak over target
No 3 engine U/S lagged
flashed & shot down by
flakiers 40-45 mins before
reaching English Coast. It is
now seen to have hit. All labels

K. Spaulding Pilot
K. Jones Co-P
Set Clark Map Room
(No. 1)
K. Frank Bomb.
Set Shank Radio
Set Lulliband Top T.
Set Davis Ball T.
Set Williams R. Waist
Set May L. Waist
Set Cox Tail G.

2. TARGET ATTACKED: on wall - was
machine gunned by

Primary Time: EIA
St Hazare NOT known
Approximate Height: 22,500
Last Recent Heading: 340° M.
(check)

3. Number of BOMBS dropped on target: 5 Jettisoned: - Returned: -

4. Observed RESULTS OF BOMBING: (For this plane, or others)
One not observed. Bombs of previous
formation seen bursting in target area
Smoke screen in operation

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: None

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	Type (light; of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>During attack over target</u>	<u>82500</u>	<u>Internal</u>	<u>black heavy</u>	<u>black</u>	<u>accurate limits all amongst formation</u>	

9. ENEMY AIRCRAFT
 a. Total E/A seen: Number 3 ¹⁵ Place _____
 TIME _____ Height _____

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

Number	Time	Place	Height
1 6	1150	W. of Bell Tule	18000'
7	1308	48°50'N 5°20'W.	500'
5	1315	49°N 5°10'W.	500'

Notes: From ~~above~~ below - 10' climb.

all came from rear - and above - simultaneously
 concentrated on a straggler -

c. Claims: DESTROYED 0 PROBABLY 1 DAMAGED 0

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, camouflake and smoke screens; landmarks on route or at target; incidents to friendly A/C; etc.)

Smoke screens over the target

11. INJURIES to crew: (name, injury, how received.) ^{2nd Lt} M. J. WARNER Bomb. Flak - hit right hand - just after bombs were away.

12. DAMAGE to A/C: (Briefly); at 19000' -
 Mirror Flak holes - also Flak knocked out hydraulic system.

13. TECHNICAL FAILURES: ~~None~~

14. CREW COMMENTS: (any unusual incidents? any suggestions? -)
 Don't like the formation they flew.

S - 2 OFFICER Shubert/DWE TITLE COMPLETED 1600

Information necessary for Submission of Battle Casualty Reports:

3-1-47 (Date)

- (a) Name M. J. WARNER
(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: _____
- (f) Locality of Casualty: _____
- (g) Nature of Injury: ABRASIONS TO RIGHT HAND
- (h) Cause of Injury: FLAK

Officer Submitting Information:

MEDICAL

S. J. [Signature]
INTELLIGENCE

OPERATIONS

9. ENEMY AIRCRAFT

a. Total E/A seen: Number ≡ 9 Place _____
 Time _____ Height _____

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

Number	Time	Place	Height
7	1305	S. of St. Nazaire	10,000'
2	1126	St. Nazaire	12,000'
2	1144	S. of St. Nazaire	12,000'

Notes:

Head on - below.

Tail attacks on straggler - tail he went down - 3 chut out of plane.

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.)

Took the ship 40 sec. to sink.

Smoke screen over target

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

12. DAMAGE to A/C: (Briefly) windshield broken - by cart-cass
 Minor. Flat holes.

13. TECHNICAL FAILURES: #2 super charger regulator - ran away.

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

Upwind approach to target - bad.

S - 2 OFFICER Shubert

FILE COMPLETED 1515

INTERROGATION FORM

Jan 3-45 (7)

SQUADRON 368 GROUP 306 A/C Number 41-4500 Date Dec 3-45

Position in formation #2 - 4th leg Bomb Load 5 x 1000 lb GP

HOT NEWS to be phoned? Details - B-17 Down, 1st N of Biscanant, Mar Boat

4 Baldair CREW

Friendly A/C in any kind of distress? Capt R. W. Smith Pilot

1st Lt F. D. Gallagher Co. P.

2nd Lt J. Jones Nav.

2nd Lt W. W. Brown Bomb

1st Lt E. E. Fisher Radio

Sgt. W. Allan Top T.

Sgt. H. E. Warner Ball T.

1st Lt L. V. Edwards R. Waist.

Capt. D. R. Brantley L. Waist.

Sgt. J. W. Hayward Tail Gunner

TARGET ATTACKED:

Primary File: 1138

Alternate Height: 23000

Bar Report (check) 340M

3. Number of bombs dropped on target 5 x 1000 lb incendiary Brought Back:

4. Observed RESULTS OF BOMBING (for this plane or others) Spoke seen on target but appeared as though bombs were over and around.

5. Any PHOTOGRAPHS taken? Yes (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. SECOND TARGETS ATTACHED OR CHANGED and results: no

7. ROUTE (if different than ordered.) (If returned early: time, place, hgt of turn) Left from forward track east entry back at about 25 miles out - Route to target as laid - 23000'

8. FLAK: Encountered on way to 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
1138	Target	23000	Heavy - intense	Blue	off starboard & behind ahead	accounted for 4. Baldair to diff.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 10 FW 190 Place 5 mi just off landing
Time 1130 Height 12 mi 13 mi

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

Number	Time	Place	Height

Notes: One E/A seen to hit water during attack
12 miles N of Mahant. shot down by
order A/C of formation

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.) _____

12. DAMAGE to A/C: (Briefly) _____

13. TECHNICAL FAILURES: _____

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

Smoke screen very effective

S - 2 OFFICER

E. J. Mellett

FILE COMPLETED

INTERROGATION FORM

SQUADRON 368 GROUP 306 A/C Number 41-24514 Date 3/Jan/43

Position in formation Lead 3rd element Bomb load 5 x 1000 lbs

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

CREW

Friehilly A/C in any kind of distress? Capt. W.S. Kaper Pilot

(L) a/c 41-24501 seem to be turning back towards land off Pt. Croix with 2 inboard engines feathered. 2 fighters probably attacking this a/c.

Capt. W.E. Friend Co-P

1. Lt. J.E. Ross Nav.

1. Lt. J.S. Daniels Bomb:

One plane seen ditching at 49°08'N 05°20'west

2. TARGET ATTACKED at 1508 hrs.

Tecapt K.F. Nelson Radio

Lt. J.R. Downard Top T.

Kind a/c seen spinning down in flames over target.

Primary 1141 Time: four of crew seen to bale out.

alternate Height: 21,000'

T/Sgt. J.R. Curry Ball T.

Sgt. [Signature] R. Waist

Last Report Heading: 317°T
 (check)

Staff Sgt. R.E. Knudson L. Waist

Staff Sgt. R.J. McKeage Tail G.

3. Number of BOMBS dropped on target: 5 Jettisoned: 0 Returned: 0

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

Bursts not observed owing to smoke over target. Smoke ceases in operation

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: 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	Type (light; of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
1140	St. Nazaire	21,000'	heavy + intense	Black		
All around a/c in nature of a barrage. Source seemed chiefly from north bank of Loire to east of town; from town area itself, and from west of town.						

9. ENEMY AIRCRAFT
 a. Total E/A seen: Number Seven Place 2 off St. Nazaire, 5 off Brest
 Time 1145 and 1308 Height 18000 and 200'

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

Number	Time	Place	Height
<u>1</u>	<u>1145</u>	<u>off Pt. Croisic</u>	<u>18000</u>
<u>1</u>	<u>1145</u>	<u>" "</u>	<u>18000</u>
<u>5</u>	<u>1308</u>	<u>49° 08' N 05° 20' W</u>	<u>about 200'</u>

Notes: None of above E/A pressed attack home.

c. Claims: DESTROYED Nil PROBABLY Nil DAMAGED Nil

d. ENEMY TACTICS OBSERVED: All attacks head-on or tail-on but not pressed to close range.

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

- Smoke screen reported over St. Nazaire.
- (1) One friendly A/C seen spinning down on fire over St. Nazaire. 4 of crew baled out.
 - (2) One friendly A/C turned back to landwards off Pt. Croisic (501). ~~baled out~~
 - (3) One friendly A/C seen to ditch at 1308 hrs at 49° 08' N. 05° 20' W. 4 baled out

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

None

12. DAMAGE to A/C: (Briefly)

None

13. TECHNICAL FAILURES:

None

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

S - 2 OFFICER W. Thompson F/O. FILE COMPLETED _____

INTERROGATION FORM

SQUADRON 367 GROUP 306 A/C Number 511 Date 3/1/43

Position in formation #2 2nd down Bomb load 5X1

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

CREW

Friehly A/C in any kind of distress?

PARKER W.D. Pilot

2 down target - man have been burning oil - 1 - just past target - 1 engine burning - A/C went back over target into France (possibly St Ferguson)

FORTIN R.W. Co-P

WALDEN, T.H. Nav.

EDWARDS, R.L. Bomb.

SIYASE, R.A. Radio

NEBBON, P.F. Top T.

CLARK, J.S. Ball T.

DAVIS, S.E. R. Waist

LER E.J. L. Waist

O'BRIEN, L.H. Tail G.

Primary Time: 1137

Alternate Height: 22400'

Last Resort Heading: 330 mag.
 (check)

3. Number of BOMBS dropped on target: 3 Jettisoned: _____ Returned: 2

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

Saw some hits over town - smoke screen over target - two rows 1 down 1 country

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: NIL

7. ROUTE (If different than ordered.) (If return: rly, time, place, height of turn.)

hugged coast coming back.

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

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

Target: after bombs away - none before except ahead. - black - some looked like red streamers or flares.

9. ENE

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
W	3	Target	To left attacking one A/C formation of 20 A/C below - A/C went down.	
FW	9	1155 1207		20,000' 2.5 passes
FW	4	1205		4,000' frontal - hit - 2

Notes:

many E/A attacks at formation ^(waited from sun)
saw

9. Claims: DESTROYED _____ PROBABLY _____ DAMAGED _____

d. ENEMY TACTICS OBSERVED: didn't come real close - one
came in to 200 YDS. another to 400 YDS.

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, equip-
ment, etc.; decoys, dummies, camouflage and smoke screens; landmarks
on route or at target; incidents to friendly A/C; etc.)

E/A seemed to attack - no definite proof -
at A/C down in water. Lt Cramer - 4 chute

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

NIL

12. DAMAGE to A/C: (Briefly)

few small holes - flak

13. TECHNICAL FAILURES: #2 supercharger poor.

ball-bearing failed - cart jammed
bomb racks failed to function properly

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

A/C in very poor tactical condition

S - 2 OFFICER Shealek

TIME COMPLETED 1340

3 January 1943

Ferguson is 41-24501, seemed to be turning back towards land off Pt. Croisie, with 2 inboard engines feathered. 2 fighters attacking. Ditched at 49 08N 05 20W, 1308 hrs. Four of crew had bailed out.

Cranmer in 41-24470 hit by flak over target. #3 engine out. Down 40-45 miles off coast. A/c landed on water, machine gunned by e/a.

Lacked enough navigators on this mission for every crew.

Position in formation 1st Lt. Bomb Load 5 x 1,000

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

13-17 - Long - 144470 -
 Friendly A/C in any kind of distress? NO W. CASEY Pilot
500 ft - 2 engines out - was being attacked by 1st Lt. W. ARTILL Co. P.
4 men bailed out - slow landing on water - 1/A dropping ship. W. D. SMITH Bomb

2. TARGET ATTACKED Lt. M. J. REEWETS Radio. R.G.

Primary Time: 1140 Lt. W. C. ELLIOTT Top T.
 Alternate Height: 19500 Lt. J. BOWLES Ball T.
 Last Report Heading: 330 Lt. J. R. BARRON R. Waist.
 (check) Lt. J. F. WILSON Lb. Waist.
Lt. P. D. SMITH Tail Gun

3. Number of BOMBS dropped on target: 5 x 1,000 Jettisoned: 0 Brought Back: 0

4. Observed RESULTS of BOMBING (for this plane or others):

did not observe any - as target was completely covered by smoke from incendiary bombs

5. Any PHOTOGRAPHS taken: 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 ATTACHED BY GUNFIRE AND results: many

7. ROUTE (if different than ordered.) (If returned early: time, place, hgt of turn)
as briefed.

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
1140 1140	NANTES	17600	Intense Heavy	Black	level but to right	incendiary also directed
1140 1140	W. Nazaire	17000	Intense Heavy	Black	very accurate	as to range & direction
1150 1150	Targeting	16000	Intense Heavy	Black	very accurate	

* 3 flak boats.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 1 Place see below
 Time 1154-1305 Height 1400ft to 1000ft

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

Number	Time	Place	Height
<u>✓</u>	<u>1154</u>	<u>SW of Al Hageira</u>	<u>1400 ft.</u>
<u>✓</u>	<u>1200</u>	<u>just S of Belbehine</u>	<u>8000 ft.</u>
<u>✓</u>	<u>1300</u>	<u>W of Quesant</u>	<u>1000 ft.</u>

NOTES:

Claims: Destroyed 0 Probable 0 Damaged 0

10. ENEMY TACTICS OBSERVED: No more attacks - mostly from rear and beam.

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, enemies, camouflage and smoke screens; landmarks en route or at target; incidents to friendly A/C, etc.)

11. INJURIES TO CREW: (Name, injury, how received.) S. Sgt. Bowles
Ball turret gunner - flak wounds in face and hand.

12. DAMAGE TO A/C: (briefly) no serious damage to A/C.
many flak holes.

13. TECHNICAL FAILURES:

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

believe that perfect formations possible over water - at least for homeward trip.

S-2 OFFICER [Signature] TIME CO. FILED 1540 hours

INTERROGATION FORM

SQUADRON 368 GROUP 306 A/C Number 124466 Date 3/1/43

Position in formation #3 lead elem. Bomb load 1000 5x1000

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

CREW

Friendly A/C in any kind of distress?

M.E. Reber Pilot

to check → 49:30° N Ht. Camer
05:15° W down.
124470

G.J. Lally 2nd Co-P

M.M. Strauss Nav. 2nd

W.W. Saunders Bomb. 2nd

Ht. Ferguson's down - landed near target.

2. TARGET ATTACKED:

W.C. Ormond Radio T/Sg

Primary Time: 11:40⁴⁵

R.L. Bahland Top T.S/Sg

Alternate Height: 23,000'

S.S. Kemberley Ball T. S/Sg

Last Resort Heading: 355° MAG.
(check)

E.H. Bratman R. Waist

S.A. Christian L. Waist

J.R. Gorman Tail G. Sg

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

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

Smoke over target - impos. to see 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: NIL

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

Closer to coast (right on coastline) during return

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

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

St. Naz just before formation - none when passing - group behind caught it.

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	
a) 1000 1	1120	target (near)	23,000	3 attacks fatal as formation
4	1207	half-way back to England	500'	
				at formation tail of formation attacks.

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 on route or at target; incidents to friendly A/C; etc.)

Two B17's down at target - in group ahead - one down in flames - 6 chutes
 two miles south of target
 one may have attempted landing
 was losing altitude just over target.

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

NIL

12. DAMAGE to A/C: (Briefly)

NIL

13. TECHNICAL FAILURES:

one generator failed, #3 super-charger
 caps.

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

Flak at group ahead was good.
 Good Spit escort into France - most unusual.

S - 2 OFFICER Skalak LHM/C TIME COMPLETED 1510

INTERROGATION FORM

SQUADRON ~~306~~ GROUP 306 A/C Number 4469 Date 3 Jan 43
 Position in formation 3-2nd Element Bomb load 5 x 1000 9-P

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

Friendly A/C in any kind of distress?

CHIEF
 Pilot Wanda R. L.
 Co-P Henry M. G.
 Nav. Wm. L. B.
 Bomb. Murphy J. C.
 Radio Elliott J. D.
 Top T. Parker G. E.
 Ball T. Barnes J. J.
 R. Waist Kaplan J. M.
 L. Waist _____
 Tail G. Quinn E. K.

2. TARGET ATTACKED:

Primary Time: 1139
 Alternate Height: 23,000
 Last Report Heading: 360
 (Schedule)

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: _____ Returned: _____

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

Several bursts in water - many on cover and
Most of target - Considerable smoke

5. Any PHOTOGRAPHS taken: Yes? No? 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 S. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

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

8. FLARE 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
1119		25000	Heavy	Black	Behind	
1139	Target	23000	Heavy	Black	Accurate	
<u>Considerable accurate heavy flak in target area</u>						

6 Le Viege
1 Belle Island

9. ENEMY AIRCRAFT

a. Total E/A seen: Number _____
Time _____

Place _____
Height _____

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

Number	Time	Place	Height
1	1145	Belle Isle	16000

Notes: On received attack of 6 F4U 190 at Le Viege - considerable fire directed at enemy aircraft by all aircraft in formation no results observed.

c. Claims: DESTROYED NIL PROBABLY NIL DAMAGED NIL

d. ENEMY TACTICS OBSERVED:

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 on route or at target; incidents to friendly aircraft, etc.)

Smoke screen active at target

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

12. DAMAGE to A/C: (Briefly) Two small holes in fuselage

13. TECHNICAL FAILURES: Top turret gun 2/8

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

S - 2 OFFICER [Signature]

TIME COMPLETED 1520

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

AFO 634
9 January, 1943

SUBJECT: Encounter Report - St. Nazaire - 3/1/43

TO : Commanding General, 1st Bomb. Wing; Attention A-2

1 PROBABLY DESTROYED

1. Our A/C #125171 (423rd Sqdn., Lt. W. George, Pilot) probably destroyed one Me 109 airplane west of Beale Island at 1150 hrs. E/A attacked from 100 o'clock and below, while our A/C was at 12,000 ft. altitude. It was hit at 50 yds. and probably destroyed at 25 yds. E/A was seen to attack from below, closing to 25 yds. when his engine caught fire and he went down flaming in a long glide toward the sea. He was not seen to hit the water because of overcast.

This E/A is claimed by 3/Sgt. D.J. Bevan, the right waist gunner. The claim is corroborated by Pvt. B.J. Lamb, the tail gunner. It is not believed that other U.S. crews fired at this E/A. One other E/A attacked at the same time. Our A/C occupied position #2 of 2nd element in a formation of 8 aircraft.

For the Commanding Officer

John B. Wright
Captain, A.C.,
S-2

SQUADRON 423 GROUP 306 A/C Number 2 Date 3 Jan

Position in formation 3 (2nd from front) Bomb load 5 x 1000 lb

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

CREW

Frichtly A/C in any kind of distress?

Lt Jones Pilot

APC below water gun ✓
H.O 5911 ✓

Lt Steele Co-P

0510W ✓

Lt Owens Nav.

shell flashing ✓
saw no dingy ✓
2969?

Lt HOBNER Bomb.

2. TARGET ATTACKED:

S/Sgt BEAN Radio

Primary Time: 1136

S/Sgt BARNFORTH Top T.

St Nazaire
 Altitude: Height: 22000

S/Sgt PIOTROWSKI Ball T.

Last Resort Heading:
 (check)

Sgt DURHAM R. Waist

S/ Sgt HULL L. Waist

S/Sgt SMOOTH Tail G.

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
Stranding bursts seen along horizon
has other groups of bursts near 2 later
others in bursts in air

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: NO

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

Over target 22000 Heavy Black few hit 5.

2 Fw 190 just after being target
4 Messerschmitts flying at
last altitude. They were
seen in a water.

9. ENEMY AIRCRAFT

a. Total E/A seen: Number 6 Place over land
Time _____ Height 2000
b. E/A which fired at, or were fired upon by this plane:

Number	Time	Place	Height
<u>1</u>	<u>15:00</u>	<u>over land</u>	<u>2000</u>
<u>2</u>	<u>15:00</u>	<u>over land</u>	<u>2000</u>
<u>3</u>	<u>15:00</u>	<u>over land</u>	<u>2000</u>
<u>4</u>	<u>15:00</u>	<u>over land</u>	<u>2000</u>
<u>5</u>	<u>15:00</u>	<u>over land</u>	<u>2000</u>
<u>6</u>	<u>15:00</u>	<u>over land</u>	<u>2000</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 on route or at target; incidents to friendly A/C; etc.)

Flak bursts
smoke screen

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

NONE

12. DAMAGE to A/C: (Briefly)

hole in right wing tip
fuel tank
some other type damage
radio room

13. TECHNICAL FAILURES:

NONE

smoke in No 2 engine

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

Request PW

S - 2 OFFICER

FILE COMPLETED

of them from about 11 o'clock. The enemy fighter operations were performed, in my opinion, with great skill and determination. Enemy fighter units flying Focke-Wulfs in strings of 4 to 6 flew parallel to the lead group until reaching a point at least a mile ahead of our flight. They then turned into the flight, climbing slightly on the turn and diving slightly as they completed the turn so as to bring them below the field of fire of the top turret gun.

Approaching from about 11 o'clock, they swung toward the lead airplane and then cut slightly back on the wing airplane on 3 position. Our nose gunners fired ineffectively as the Focke Wulfs closed. The Focke Wulfs came very close indeed before opening fire and then quarter rolled away to avoid collision. They appeared to pass within 50 to 100 feet of our wing tips in attacking the No. 3 airplane. They came in rapid succession so that it was difficult to bring them successively under fire. One enemy fighter flight which attacked directly into the lead airplane from dead ahead, was fired at by the turret gunner of our airplane but without success. The Focke Wulfs ignored the A.A. fire which was bursting around our formation. In the bombing run, the leader of the 303rd Bomb. Group flew a relatively straight course without appreciable evasive action. Altitude was 20,000 feet. The bombing should have been accurate so far as the bombing run was concerned. The pilot responded to the bombardier's directions as shown on the PDI (pilot direction indicator) in spite of the fact that flak was rocking the ship, enemy fighters were attacking from straight ahead, and our own turret gunner was firing almost constantly.

Although my visibility was restricted, it appeared to me that the successive groups of the wing formations were too much separated at this time I saw Focke Wulf's performing the same kind of attacks against the group on our right which was too far away from us to receive any supporting fire from our gunners.

When the bombs were released, we swung out to sea, making a fairly slight turn to about a westerly heading. The axis of attack had been about 305°. As we started out to sea, the Focke Wulf's left off their attack upon our formation and turned toward the others. The No. 3 airplane of our flight had been shot down over the target, as well as the No. 2, leaving our airplane flying alone. We lost another airplane from this group at approximately the same ^{time} from flak.

Our turret gunner and the turret gunner of the No. 3 airplane as it was being shot down, are believed to have accounted for one Focke Wulf. Eighteen minutes after leaving the target, our No. 4 engine began acting up. The propeller control permitted the engine to surge and we could not keep it under control. It was promptly feathered without appreciable loss of speed for the formation.

We proceeded out to sea, losing altitude till we had reached about 500 feet and then turned north-west about 50 miles from the French coast. Later we turned north and the group navigator called for a heading of about 60°.

Colonel Wallace, commanding the 303rd Group, told me that we were cutting inside the prescribed route in order to save time and wear on our 3 engines and those of No. 3 airplane in the flight formation (a replacement from one of the rear flights) which also had a feathered prop.

I suggested that we keep north rather than turn in an easterly direction until we were sure that we had cleared the Brest Peninsula and had avoided the probability of fighter interception. At this time the groups had broken their combat wing formation and were proceeding individually. The 303rd Group was very badly dispersed. We were badly surprised to run head on into a formation of 6 to 8 low-flying twin-engine airplanes, either Ju.88's or Me.110's. The 303rd then began to reassemble but it took a long time in doing it. As we approached land, a message was received by radio from Wing

stating that aircraft were at liberty to return to their own bases instead of landing in S.W. England provided that daylight and gasoline permitted.

The 303rd elected to return to its base at Molesworth. Navigation to Molesworth was accurate in course although we missed the ETA by several minutes. Some anxiety was felt as to identifying the field as visibility was rapidly closing. QDM's would have relieved this concern.

We landed at Molesworth in very poor visibility, at dusk, after an operation landing approximately seven hours.

(K-14558, Annex No. 10 - Secret)

CLAIM OF ENEMY AIRCRAFT DESTROYED OR DAMAGED

Hand of ground W. of and my.

1. Our A/C No. 125171 Group 306 Position in Formation 2nd from W. of and my. Date 3-1-43
2. Type of E/A ME109 Place W. of Belle Isle Time 1150 Height 12000'
3. E/A came from 1 o'clock at time combat began, from High, Above, Level
Low:
4. Distance E/A was first hit 50 yd Distance when E/A destroyed or damaged 25 yd
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.
Attack came from below and he closed to 25 yards when his engine caught fire and he went down in a long glide - flaming. He was not seen to hit the water due to overcast - but the crew felt that he went into the ocean.
7. If claimed as DAMAGED,
 - a. Did E/A lower its undercarriage? NO
 - b. Did its engine stop? NO
 - c. Were parts shot away? NO
 - d. Was our explosive ammunition seen to enter E/A? NO
 - e. Were our cannon projectiles seen to enter E/A? NO
8. Which gunners fired at E/A? R. Wait S/sgt. D.J. BOWEN. 11067949
9. Which member of crew claims this E/A? S/sgt D.J. BOWEN. Springfield Mass
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.
12. Other information:

Pvt. B.J. Lamb also saw the above action.
(Tail Gunner)

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

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.)

Information necessary for Submission of Battle Casualty Reports:

3/1/43 (Date)

- (a) Name LEWIS P CLARK S/sgt.
(First) (Middle) (Last)
- (b) Army Serial Number 14058002
- (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: _____
- (f) Locality of Casualty: _____
- (g) Nature of Injury: Gun Shot Wound in calf of left leg
- (h) Cause of Injury: GUN

Officer Submitting Information:

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

(Date)

- (a) Name J A Spaulding
 (First) (Middle) (Last)
~~Justice~~
- (b) Army Serial Number O-442297
- (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: 1140
- (f) Locality of Casualty: Target area - St. Nazaire
- (g) Nature of Injury: ABRASIONS OVER RIGHT EYE
- (h) Cause of Injury: FLAK.

Officer Submitting Information:

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

s/sgt.

3-1-43 (Date)

(a) Name JOG Bowles
(First) (Middle) (Last)

(b) Army Serial Number 3309 1168

(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: 1140 - 1150

(f) Locality of Casualty: Target area St. Nazaire

(g) Nature of Injury: Abrasions on left side of face

(h) Cause of Injury: Flate

Officer Submitting Information:

S. J. Bowles

MEDICAL

INTELLIGENCE

OPERATIONS

Information necessary for Submission of Battle Casualty Reports:

2-1-43 (Date)

- (a) Name M. J. WARNER
(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: _____
- (f) Locality of Casualty: _____
- (g) Nature of Injury: Abrasions to right hand
- (h) Cause of Injury: Flak.

Officer Submitting Information:

MEDICAL

J. G. [Signature]
INTELLIGENCE

OPERATIONS

DETAIL OF WORK

By 368 Bomb Squadron

(7472) Wt. 24229/1650. 150M. 8340. P.L. 51-7751.

FOR THE MONTH OF January

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME	
				Up	Down
3/1/43	B17 41-24501	1st.Lt. J.M.FERGUSON 2nd.Lt. J.B.ELLET 2ND.Lt.D.R.GREENE 1st.Lt. R.V.LEVY S/Sgt. E.L.KERBOW T/Sgt. R.G.HACKWORTH S/Sgt. R.L.KINGEN S/Sgt. J.V.LOVING S/Sgt. R.W.ARNOLD T/Sgt. C.H.EDINGER	Operational mission	0850	XXX
3/1/43	B17 41-24514	Capt. W.S.RAPER Capt. W.E.FRIEND 1st.Lt. F.E.ROSS 1st.Lt. F.G.DANIELS S/Sgt. L.P.DOWNARD T/Sgt. L.R.CURRY T/Sgt. R.E.NELSON S/Sgt. J.R.McKEAGE S/Sgt. R.E.KNUDSON Sgt. L.OFF	Operational mission	0849	1449
3/1/43	B17 41-24493	1st.Lt. O.A.BUDDENBAUM 2nd.Lt. M.U.JUDAS 1st.Lt. W.D.BIGGS 1st.Lt. J.C.WILKINS T/Sgt. R.C.CLIFTON T/Sgt. S.L.HORTOMAN Sgt. E.E.SMITH S/Sgt. M.B.ARRIETA Sgt. J.E.CHINLUND PFC. E.T.MORIARITY	Operational mission	0851X	1451
3/1/43	B17 41-24466	1st.Lt. M.E.REBER 2nd.Lt. G.J.LALY 2nd.Lt. M.M.STAUSS 2nd.Lt. W.W.SAUNDERS T/Sgt. C.A.CHRISTIAN T/Sgt. W.C.ORBOND S/Sgt. R.L.BOHLAND S/Sgt. C.G.KIMBERLING S/Sgt. E.H.BROTMAN S/Sgt. J.R.GIFMER	Operational mission	0916	1416

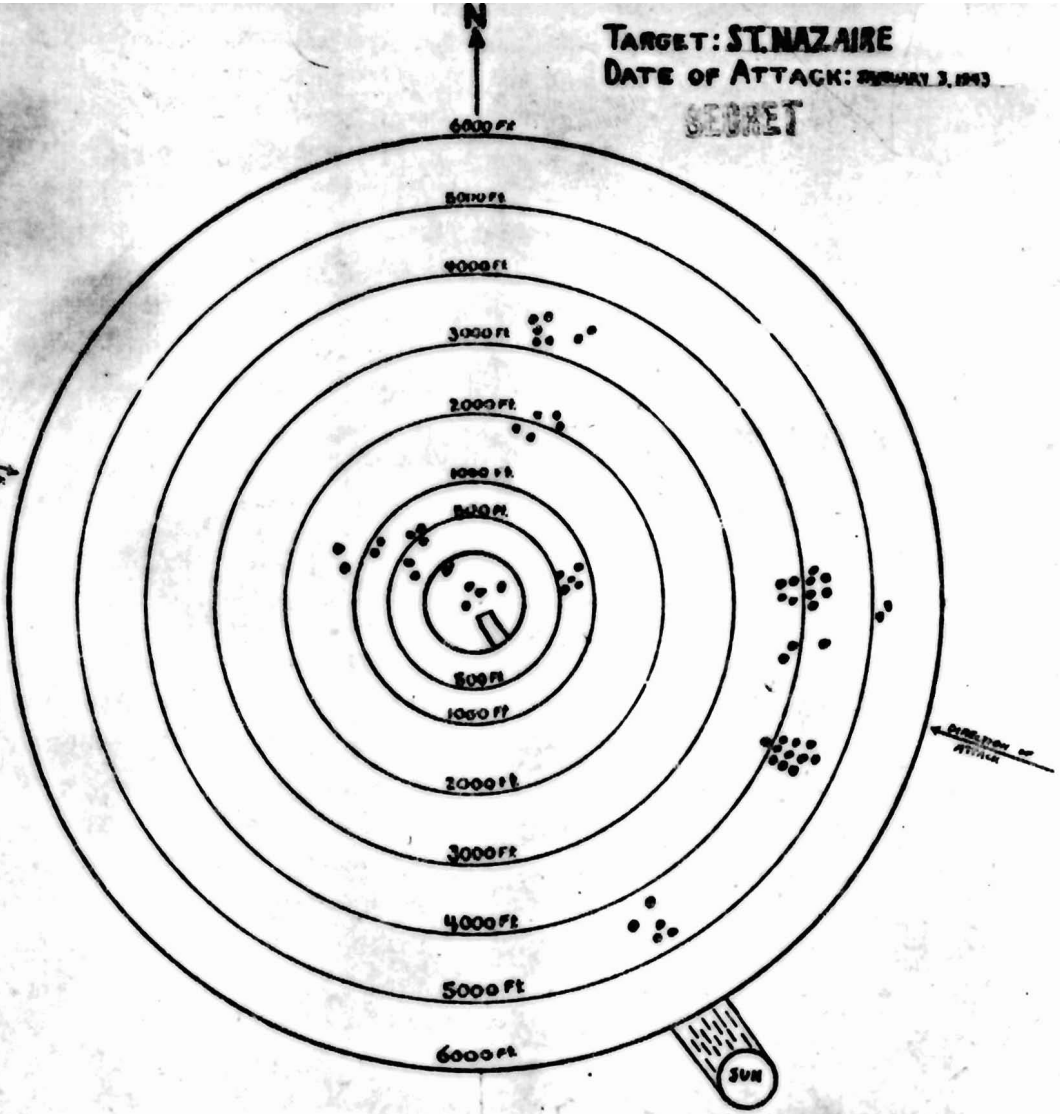
THE MONTH OF January, 1943

TIME		DETAILS OF SORTIE OR FLIGHT
Up	Down	
0850	XXXX	This A/C was one of a formation ordered to attack the port of St. NAZAIRE. A/C did not return and is posted as missing believed shot down.
0849	1449	This A/C was one of a formation ordered to attack the port of St. NAZAIRE. A/C arrived in the target area at 1441 hours, 21,000ft. dropping 5x 1,000lb, xxx results of which were not observed owing to smoke screen. Some E/A were encountered. A/C returned to St. Eval, and landed safely.
0851I	1451	This A/C was one of a formation ordered to attack the port area of St. NAZAIRE. A/C arrived in the target area at 1449, 22,000ft., bombing with 5x 1,000lb's bombs fell short. Some Flak and E/A were encountered. A/C returned to St. Eval as ordered.
0916	1446	This A/C was one of a formation ordered to attack the port of St. NAZAIRE. A/C arrived in the target area at 1441 hours, 21,000ft, dropping 5x 1,000lb's, burst were not observed owing to smoke for smoke screen. Some E/A were encountered. A/C landed safely at St. Eval, as ordered.

TARGET: ST. NAZAIRE

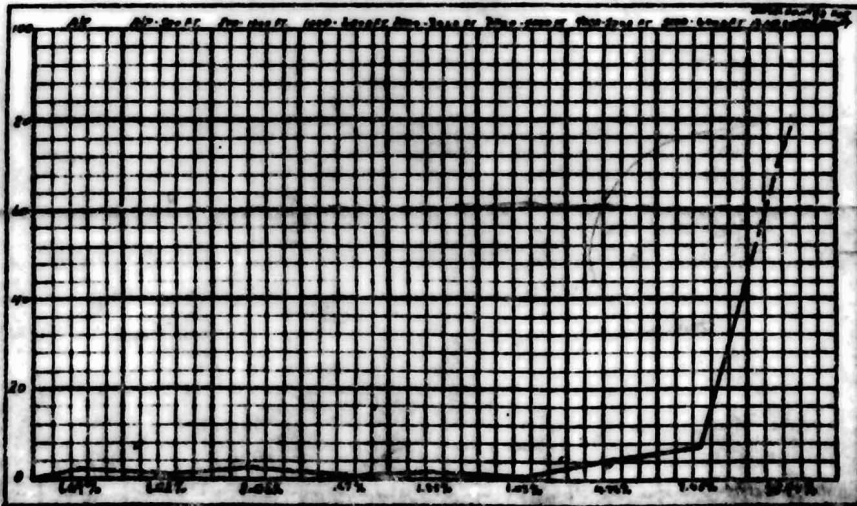
DATE OF ATTACK: FEBRUARY 3, 1943

SECRET



Aiming Point: Submarine Pens & Torpedo Stores
Bomb Release Elevation: 20,300 to 22,000 ft.

60 A/C carrying 295x1000 GP Bombs



SECRET

St. Nazaire

January 3, 1943

Scale: 1" = 1000 ft.

FORMATION FLOW OF BOMBING RUNS

303rd
Group

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20,300 ft.
Bombing
Altitude

305th
Group

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22,000 ft.
Bombing
Altitude

91st
Group

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22,000 ft.
Bombing
Altitude

306th
Group

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T T
T T

21,500 ft.
Bombing
Altitude

SECRET

St. Nazaire

January 3, 1943

Scale: 1" = 1000 ft.
(except where noted)

A
303rd
Group

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GENERAL FORMATION FLOWN

Altitude at French Coast:
20,000 ft.



1 1/2 miles

*original
changed to
a-b-c-d.*

B
305th
Group

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21,500 ft.

T
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C
304th
Group

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21,000 ft.

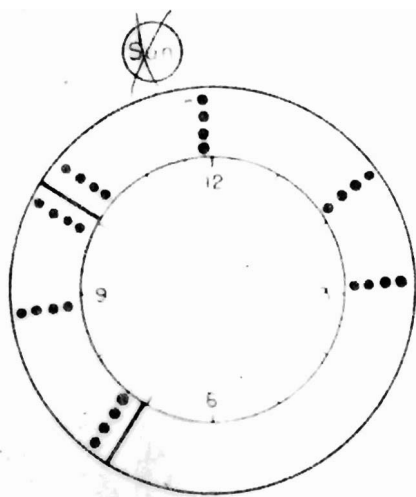
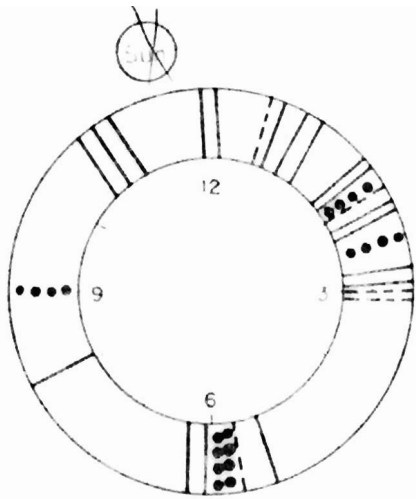
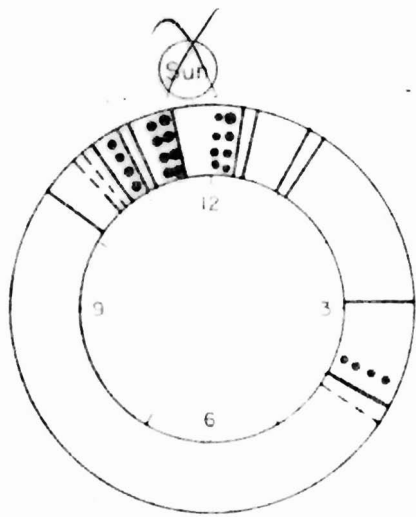
T
T

D
306th
Group

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T

21,500 ft. Approx.

T
T
T
T



LEGEND

- From Above
- - - Level
- From Below