

3

Bomb Load 5 X 1000 GP Inc H.E. Incend.  
 2. Crew: Pilot G.R. Buckley Radio Op H.M. Brown  
 Co-Pilot R.L. Brandon Top Tur Gun H. Klueck  
 Navigator L.B. Smith Ball Tur Gun W.G. Hicks  
 Bombardier W.H. Coons Waist Gun W.J. Standish  
 Engineer G. Klueck Tail Gun J.M. Hopkins

3. (Immediate News to be telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 1227 Height 18300 Heading (266) True

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_  
Breakwater easily visible

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Could not tell.

(b) Other Bombing no report.

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
Mid Plow - London	20000	Heavy	✓		Pink	19300	7 to 8 o'clock on left
Target	18300	Heavy		✓	Black	19300	

11. Encounters with enemy aircraft; give number of on any attacks, and number of EA participating in each attack 2 FW190 after attack on target  
1 additional FW190 10 minutes out on channel.

E/A claimed DESTROYED nil

E/A claimed PROBABLE nil

E/A claimed DAMAGED nil

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return 9/10 cloud over target 7/10 general 10000-15000  
768/10 2500' over England on return

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)

Two turned back; - one plane 474 fell back  
attacked by 2 FW -

(c) New tactics of E/A

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) no.

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

16. Crew comments. 3 ships seen in breakwater, looked like freighters. Time off coast 1147 French coast 1212  
FW attack #474 and gunner of another squadron hit FW. FW glided on water.

St. William P. Berbeles Time 1505.  
Interrogating Officer

Bomb Load 5 X 1000 CP ~~H.E.~~ incend.

2. Crew: Pilot Buddant Radio Op Hootman  
 Co-Pilot Jules Top Tur Gun Antero  
 Navigator Owens Ball Tur Gun Lucas  
 Bombardier Wilkins Waist Gun Army and Brigiano  
 Engineer Anthony, St K Tail Gun Christa

3. (Immediate News to be Telephon. i)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time \_\_\_\_\_ Height \_\_\_\_\_ Heading \_\_\_\_\_

5. Why wasn't Primary attacked?

Reason for abortives Radio man stopped up and couldn't stand altitude

6. How was Target Identified? Easily Visible From Phot. Other \_\_\_\_\_

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

- (a) Own Bombs \_\_\_\_\_
- (b) Other Bombing \_\_\_\_\_

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place \_\_\_\_\_ Time \_\_\_\_\_ Height \_\_\_\_\_ Escort Seen \_\_\_\_\_  
 "As ordered" up to English coast time and come right back.  
 Exceptions \_\_\_\_\_

10. Flak \_\_\_\_\_ : Intensity \_\_\_\_\_ : \_\_\_\_\_ : accuracy \_\_\_\_\_



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 2-4 seen after bombing near coast, SW 190, hit attack by one EA made 4 attacks from sun no damage

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return good to 6 back, good at 18000'  
one cloud covered target about 90  
amb cloud

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by n.a., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. pretty easy

Skalak SAC Time 12 min  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 1255 - 15000 ft. One E/A

attached from rear & diving sliding down (FN 190) Was fired at but

no result seen - 1258. from below & rear but not near enough to fire a

E/A claimed DESTROYED           

E/A claimed PROBABLE           

E/A claimed DAMAGED One

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return good to target. 8 over target

6 on return.

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by       , E/A action, accident, or undetermined cause.)

(c) New tactics of E/A           

(d) Targets of opportunity           

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission.

16. Crew comments.

C. E. Demer Time 1513  
Interrogating Officer



11. Encounters with enemy aircraft; give number, enemy attacks, and number of E/A participating in each attack 2 Miss 1 E/A lost.

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to/rendezvous, over target, and on return Half way from base & don't get past due which continued to 10 min of ground contact & then got down 5/10 clouds at about 11,000. The same weather on way back. But crew thought another target in that part of base might have been OK.

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by .., E/A action, accident, or undetermined cause.)

Comet's ship had 2 engines out at. - lost altitude & fuelled engine. Landed up by another formation.

(c) New tactics of E/A 2 FW 190s came in on tail made loops then up from below. Thought it had head markings.

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None.

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission.

16. Crew comments.

H. Good

Interrogating Officer

Time \_\_\_\_\_

1. Squadron 367 3 09 423

A/c No. 12 422 Date 11-7 1942

Bomb Load 5-1000 GP

H.E. Incend.

2. Crew: Pilot Mj WilsonRadio Op ExpeditionerCo-Pilot GeorgeWaist Gun NeelyNavigator RossBall Tur Gun Wilson, CW.Bombardier GrainWaist Gun BoutonEngineer AlenkerTail Gun William

## 3. (Immediate News to be Telephoned)

- (a) Planes down on water.  
 (b) Dinghies.  
 (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time \_\_\_\_\_ Height \_\_\_\_\_ Heading \_\_\_\_\_

5. Why wasn't Primary attacked? Flare on target probably but couldn't see downCould see to side.

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

Identified flare not target.7. Any Photos? Yes  No

(Photo &amp; Bomb Plot Report)

## 8. Results of Bombing:

(a) Own Bombs \_\_\_\_\_

(b) Other Bombing None bombs drop but didn't see hit.

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions \_\_\_\_\_

## 10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
<u>Just in view to target</u>	<u>18100</u>	<u>Flare</u>	<u>✓</u>		<u>Red and white low</u>	<u>behind</u>	<u>some red some high</u>
<u>Target</u>	<u>18000</u>	<u>"</u>		<u>✓</u>	<u>Black</u>	<u>low</u>	<u>behind</u>

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack \_\_\_\_\_

*none.*

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return *nothing unusual on descent. Crew kept 2/10 mph wind*

*none on way back.*

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a.a., E/A action, accident, or undetermined cause.)

*Comets none on Mpmel.*

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*none.*

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

Time \_\_\_\_\_

Interrogating Officer \_\_\_\_\_

(11)

Bomb Load \_\_\_\_\_ H.E. Incend. \_\_\_\_\_  
 2. Crew: Pilot Adams Radio Op McClay  
 Co-Pilot Cook TurGun Saunders  
 Navigator Satchford Ball TurGun Saunders  
 Bombardier Saunders Waist Gun Saunders  
 Engineer Saunders Tail Gun Wishbell

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 12 24 Height 15,200 Heading 266

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

7. Any Photos? Yes No \_\_\_\_\_ (Photo & Bomb Plot Report)

8. Results of Bombing:

- (a) Own Bombs No.
- (b) Other Bombing No loss much contact

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered" ✓

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
<u>Just over coast</u>	<u>20,000</u>	<u>Red</u> <u>Black</u>		<u>✓</u>	<u>Red</u> <u>Black</u>	<u>1,000 ft</u> <u>down</u>	<u>600 yds</u> <u>behind</u>
<u>Target</u>	<u>15,200</u>	<u>Heavy</u>	<u>✓</u>		<u>Black</u>	<u>same</u> <u>as above</u>	<u>surrounded</u> <u>with 100 yds</u> <u>around track</u> <u>mostly</u>

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

Saw 4 of which 2 made passes for 11 o'clock high, divided down and below. Some planes came in at 6 o'clock times for attack.

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE 1 at 6:00 pm at 5 o'clock high.

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return To rendezvous 5/11 overcast; over target

7 to 8/10; on return over channel fairly clear (4/10); over land here flying landing 6 to 7/10 at 2000 to 3000

13. Observations: also photos - near clouds

(a) Dummies, decoys, camouflage, etc. Use overcast for observation

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by a/c., E/A action, accident, or undetermined cause.)

Saw #421 get hit by flak. Saw fighter (190) attack same ship right after as it lapped slightly behind

(c) New tactics of E/A flak bullets passed below wing of our craft.

(d) Targets of opportunity no

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no.

15. Incidents of bravery or skill due to - Technical failure, damage to a/c affecting mission.

no.

16. Crew comments.

1st Lt. Allan B. Richardson Time 20 minutes  
Interrogating Officer

Bomb Load 5X1000- H.E. Incend.

2. Crew: Pilot RW Seelos Radio Op W H Kashey  
 Co-Pilot A Kramaruko Top Tur Gun S P Stemborski  
 Navigator MM Strauss Ball Tur Gun R Madge  
 Bombardier EW Ford Waist Gun J K Crowther  
 Engineer SP Stemborski <sup>Waist</sup> ~~Ball~~ Gun E H Small  
 Tail Gun W E Baker

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1229 Height 18600 Heading 296 Mag.

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

Could see breakwater - target all cover - saw once before run.

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Could see bomb burst but could not identify position of bombs because of cover.

(b) Other Bombing \_\_\_\_\_

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
Target							
Burst	18600	Heavy	✓		Red not Black	18000	110° to left puffs above to right

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 3 attacks - by E/A per one attack  
per plane - Me 109 - 2 FW 190

E/A claimed DESTROYED 1 FW 190

E/A claimed PROBABLE nil

E/A claimed DAMAGED nil

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Out visibility 5000' - 5 miles - stratus light at 2500' -

light cumulus 7500' - coast heavy cumulus at 12500' look

like thunderhead NW of Falmouth cumulus 30000' over target 8 to 9/10 cover

13. Observations: stratus 2500' cumulus 10000' to 15000'

(a) Dummies, decoys, camouflage, etc. NO.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)

One a/c feathered 2 engines - started one again.

(c) New tactics of E/A Me 109 shot 300 up to plane (waist gun position)

peel and drop away.

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

NO.

15. Incidents of bravery or skill due to -:Technical failure, damage to a/c affecting mission.

NO

16. Crew comments. Hit on left waist window (left side)

20 mm - Cut oxygen line to tail gunner, waist gunner and radio operator. - switched lines

St William P Berkeley Time 1530  
Interrogating Officer

✓ 1. Squadron 367 369 *JB*

A/c No. 12 79 Date 1-7 1942

Bomb Load 5-1000'

H.E. Incend.

13 2. Crew: Pilot Col. *Spencer*

Radio Op *Kerrin*

Co-Pilot *Kelley*

~~Top~~ Tur Gun *Hart*

Navigator *Walter*

Ball Tur Gun *Wilson A.B.*

Bombardier *Daniel*

1st Gun *Beare*

Engineer *Beck*

Tail Gun *Combs*

3. (Immediate News to be Telephoned)

(a) Planes down on water.

(b) Dinghies.

(c) Enemy capital ships.

*none*

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time \_\_\_\_\_ Height \_\_\_\_\_ Heading \_\_\_\_\_

5. Why wasn't Primary attacked?

Reason for abortives *Could not target 10/11 with mine.*

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs *none seen*

(b) Other Bombing ~~None~~ *Some bombs dropped but not hit.*

(If interviewing squadron leader, state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions

10. Flak

Place	Height	Type	Intensity			Color	Height	Direction
			Severe	Mod'te	Accuracy			
<i>All behind.</i>								
Target	<i>78000</i>	<i>Heavy</i>						<i>Black smoke, bright light, some red, some white, some blue.</i>

11. Encounters: 1 enemy aircraft; give number of EA participating in each attack \_\_\_\_\_ enemy attacks, and number of EA participating in each attack \_\_\_\_\_

*None 3. Plan. in part greater of 11 stages. give pilot at time or did other things. Might have  
from ME 101. did not attack*

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_ ✓

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAL REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return *OK on way, slight low cumulus 10/11 on land*

*happened to be just on coast. at 5-6000. Patch cumulus on all of Britain.*

13. Observations:

(a) Bombs, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*Mr.*

15. Incidents of bravery or skill due to: -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. *Brought tanks back. Would have been perfect if weather had not been what it was. Might have made record run if had not seen Barnett's accident.*

*1st Lt Eudl. B. Admin* Time *17.00min*  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack

Show one enemy a/c No 109 - was about 1000

Yards away after we left the target - fired at it; Sgt Johnson saw  
m.E. 109 after target was left; saw the one E/A burst into  
E/A claimed DESTROYED \_\_\_\_\_ flame + disapper into the clouds.

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLIA REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return fairly clear from take off until; rain into

A large of clouds on way to target - 7/10 overcast; overcast at target;  
+ on way back encountered rain + overcast clouds -

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A none

(d) Targets of opportunity none

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

none

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

none

16. Crew comments.

Richard A. [Signature]  
Interrogating OFF: [Signature] Time 1545

(16)

Bomb Load 5 - 1000 H.E. Incend.  
 2. Crew: Pilot Lt. Bennett Radio Op Sgt. Cummings  
 Co-Pilot Lt. Kennedy Top Tur Gun Sgt. Mammello  
 Navigator Lt. Hall Ball Tur Gun Sgt. Wilson  
 Bombardier Lt. Nelson Waist Gun Sgt. Popelton + Sgt. Mack  
 Engineer Sgt. Mammello Tail Gun Sgt. Linnick

3. (Immediate News to be Telephoned) no

- (a) Planes down on water.
- (b) Dinghies.
- (c) Enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 1230 Height 17000 Heading for Home

5. Why wasn't Primary attacked?  
Could not see - clouds overhead  
 Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_  
not identified - saw backside of target when it was too late

7. Any Photos? Yes No \_\_\_\_\_ (Photo & Plot Report)

8. Results of Bombing:  
 (a) Own Bombs none - jettisoned bombs  
over the French coast - safe  
 (b) Other Bombing none

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Falmouth Time 1145 Height 2000 Escort Seen \_\_\_\_\_  
 Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'te		Height	Direction
15 miles before target	18000	Heavy	✓		Blue + red	17000	to rear of plane
↓ continued for 15 minutes							
Target							

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11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack. At about 1235, on the return over the coast of France, the tail gunner fired at 7 W 190 - it departed. Another came in on the left wing, + was fired upon by the tail gunner + top turret gunner, and plane was turned + departed.

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return. Weather good in the way over, but overcast 8/10 over the target, + some on the return, but it gradually began to clear. On the way it was 3/10

13. Observations:

(a) Dummies, decoys, camouflage, etc.

at the place. Saw all appear to be camouflage. No A/C in down.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity the downed A/D near there.

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

None

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

One engine failed - due to mechanical failure; noticed it that it was not up to performance at time of attack - had to feather it, + jettisoned bombs during encounter. B. before was to

16. Crew comments.

lighten the ship, + keep up in formation

William Hill Time 1610  
Interrogating Officer  
capt

(18)

Bomb Load 5-1000 a/c H.B. Incend.

2. Crew: Pilot J. D. Spaulding Radio O A. E. A. Mark  
 Co-Pilot F. D. Gillogly (368) Top Tur Gun -  
 Navigator W. B. Kirkpatrick Ball Tur Gun D. A. Davis  
 Bombardier A. R. Grant Waist Gun A. F. Mauer  
 Engineer T. H. Gilliland Tail Gun L. R. Morgan

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
- (b) Dinghies.
- (c) enemy capital ships.

flw with 368  
#3

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1228 Height 18600' Heading Compass out

5. Why wasn't Primary attacked?

Reason for abortives

6. How was Target Identified? Easily Visible From Photo Other

cloud target not definitely identified

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs went into overcast

(b) Other Bombing

(If interviewing squadron leader state T&E bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Report Seen

"As ordered" ✓ 1149 19000'

Exceptions minor rate

10. Flak

Place	Height	Type	Intensity		Color	Accuracy	
			Severe	Mod'tc		Height	Direction
Before Target	18000'	H		✓	Black	ABOVE	BEHIND
in target							
Target							
BREST	18000'	H		✓	BLACK ONE	GOOD	BEHIND
					RED		

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 24 (one report 12) 24 attacks  
on rail out of sun from above - all <sup>seen</sup> painted black  
all F/W's. - none seen till crossing coast  
E/A claimed DESTROYED \_\_\_\_\_ way home.  
E/A claimed PROBABLE \_\_\_\_\_  
E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLM's REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return as predicted, target same may be worse  
6/10 to 8/10 cloud, - homeward intermittent shower

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

one F/W attacked straggler after bombing  
nothing resulted.

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. would rather eat first then be  
interrogated (they waited 1 1/2 hrs before  
interrogation)

R. Kalak IFAK Time 14 min.  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack \_\_\_\_\_

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

*Clouds 3/10 at 8000 feet at 14000 ft.*

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by . . ., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

*Sgt. Holtsman had cold and when he got up high nose would stop up. Couldn't stand altitude. Also affected his ears. Couldn't hear.*

15. Incidents of bravery or skill due to --: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

*Break all tools back.*

*H. Fred Bellum*  
Interrogating Officer

Time *5 min*



11. Encounters with enemy aircraft; give number of enemy attacks, and number of E/A participating in each attack. about 5:30 PM 196 after mission  
target off tip of land on water.

E/A claimed DESTROYED one

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

As forecast except heavier clouds than predicted over target

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ... .., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

Capt W. H. Shaw  
Interrogating Officer

Time

1545

	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT	GROUP	HEIGHT
HEIGHT ENROUTE	306	18,000	91	18,000	301	17,000	93	22,000	44	20,000				
BOMBING HEIGHT	306	18,000	91	18,750	301	—	93	19,000		—				

———— Route followed by 91, 301 & 306 GPs. (1st WING)

----- " " " 44 GP. (2nd WING)

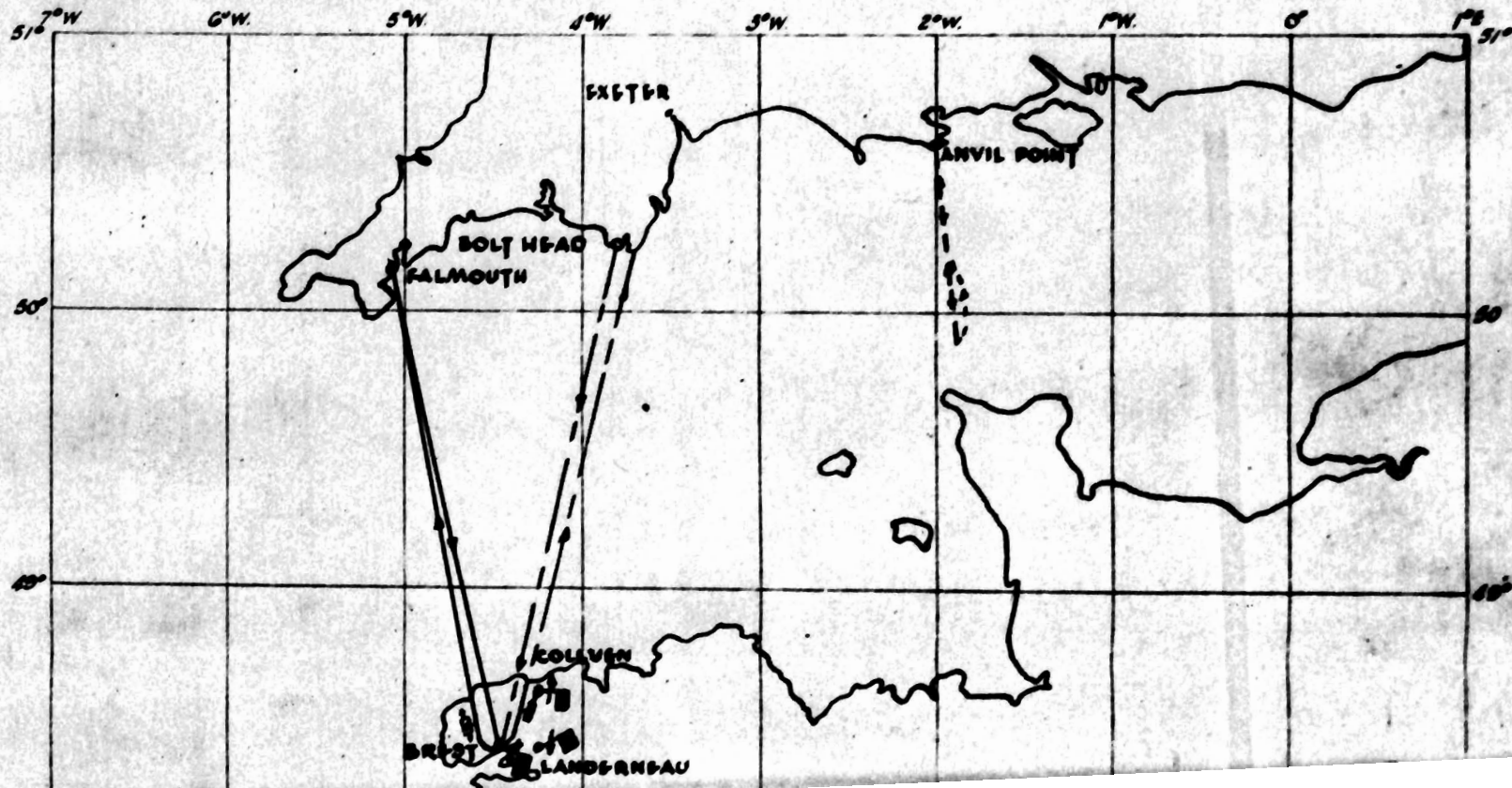
----- " " " 93 GP. (1st WING)

—•—•— " " " " " " " " " " " "

## ROUTE AND ENCOUNTER PLOT

TARGET: SUBMARINE INSTALLATIONS-  
BREST DIVERSION

DATE: 7 NOVEMBER 1942 (DAY)



8098/A  
8104

TO A-2 1 B.W.  
FROM S-2 - 306 B.G.  
306BG-N-41-D 7/11/42

1. INFORMATION IN DETAIL .  
~~ZYXXXXXXMEXSXX~~ (A). NO A/C RETURNING LATE.

2. RESULTS OF BOMBING.  
(A) NONE OBSERVED DUE TO OVERCAST AT TARGET.  
(B) REASONS FOR A/C RETURNING EARLY  
1 BALL TURRET FAILED.  
1 TAIL GUN JAMMED AND COULD NOT BE CLEARED.  
1 RADIO OPERATOR BECAME SICK.

3. WEATHER.

=====

ROUTE OUT.- OVERCAST AT 3000 FT.  
OVER ~~TARGET~~ TARGET - LAYER OF CUMULUS 8-10 AT 10000 FEET.  
ROUTE IN - SCATTERED CLOUDS AND OCCASIONAL HAZE.

4. FLAK.

=====

MODERATELY INTENSE OVER TARGET: LIGHT OVER COAST. INACCURATE AS TO HEIGHT AND DIRECTION BURSTS WERE GENERALLY BLACK ALTHOUGH FEW CREWS REPORTED 3 RED OR PINK BURSTS.

ENCOUNTERS AND CLAIMS.

=====

1 CERTAIN. 4 PROBABLE- 4 DAMAGED.-  
18 ENCOUNTERS FROM NOT MORE THAN 20 E/A ATTACKING SINGLY: ATTACKS WERE OF VERY SHORT DURATION.

6. OBSERVATIONS.

=====

ENEMY DID NOT SHOW DISPOSITION TO MAKE MORE THAN FLEETING ATTACKS ON OUR A/C DUE PROBABLY TO INFERIORITY IN STENGTH. ONE CREW MEMBER THOUGHT ONE E/A HAD FRENCHMARKINGS.

7. WOUNDS, CASUALTIES.

=====

NONE.-

8. OTHER POINTS OF INTEREST.

=====

NONE--

~~306~~ T.O.O. 1800 HOURS.  
===== J.B. WRIGHT CAPT. S-2.

HOLD  
CC 2. (A) NONE RPT NONE .

TOD 1822  
IS VA+

THU R 1822/7 NEECK VA

Squadrons ~~363-423~~ <sup>367-368</sup> Groups 306 Wing 1 Date 9/10/45

1. Results of bombing: (include Secondary and Last Resort in separate paragraphs)

None observed due to overcast over target

2. Encounters & Claims: (Summaries only, no details. Don't delay report for Claims)

Encounters from not more than 20 ME/A mostly FW 190's attacking singly from all directions.  
Claims 1 certain 4 probable 4 damaged

3. Flak: Location, Intensity, Accuracy. Heavy or Light?

Moderately intense over target  
Moderate covering coast.  
Inaccurate both as to height & direction.

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

None

5. Reasons for abortives:

1. Ball turret failed
1. Tail gun jammed
1. Radio man sick
6. Couldn't see target

6. Route if different than ordered. (Start with rendezvous point).

As ordered

7. Other important information:

None

Phoned by:

J. Wright

To:

R. Barry

Time:

1730

Phoned by:

to:

Time:

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

Two attacks by single aircraft Me 109 - <sup>5 from unit</sup>  
A formation of 5 EA fired at by did not attack  
E/A claimed DESTROYED \_\_\_\_\_ by our ship -  
E/A claimed PROBABLE \_\_\_\_\_ No claims  
E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate GL.II REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

In England overcast at 3000. Occasional light haze  
Over low southern England. Over target layer of cumulus  
about 10,000 - 7/10  
Coming back scattered clouds over  
channel and occasional haze.

13. Observations:

(a) Dummies, decoys, camouflage, etc.

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ... , E/A action, accident, or undetermined cause.)

One of our ships # (476) joined formation  
with 2 engines feathered - One later started -

(c) New tactics of E/A

(d) Targets of opportunity

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received:)

2 of 2 (30) Cal holes in ship -  
one in prop & one thru wing.

15. Incidents of bravery or skill due to - Technical failure, damage to a/c affecting mission.

16. Crew comments.

Bestow turned back 3 minutes after  
McKee mid way in channel on way over -

Interrogating Officer

Time 300

One squadron flew away from ship at 1900 indicated  
with 2 engines feathered.  
This squadron showed formation and this ship engaged ship

ed  
he  
n't  
ke.  
ple  
car

1. Squadron 507 507 423 A/c No. 7 Date 1942  
 Bomb Load \_\_\_\_\_ H.S. Incend.  
 2. Crew: Pilot Bordano Radio Op Schultz  
 Co-Pilot Malgorzanski Top Tur Gun Waldway  
 Navigator Stellman Ball Tur Gun Swent  
 Bombardier Rotter Waist Gun Santora and Davis  
 Engineer Santora Tail Gun Dejors

3. (Immediate News to be Telephoned)

- (a) Planes down on water.  
 (b) Dinghies.  
 (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 1227 Height 18,600 Heading 260°

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other Visual

7. Any Photos? Yes No {Photo & Bomb Plot Report}

8. Results of Bombing:

- (a) Own Bombs Couldnt see because of escort.  
 (b) Other Bombing same

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen  
 "As ordered" Palau 1147 17,500 no.  
 Exceptions \_\_\_\_\_

10. Flak

Place	Height	Type	Intensity	Direction	Color	Height	Accuracy
Over target	18,600	Heavy	✓		Red Black	500 ft below	All around.
Target							
Returning over water	16,000	light	✓		White	to right and below	about 500 ft

11. Encounters with enemy aircraft; give number of any attacks, and number of EA participating in each attack just before leaving coast on return - saw about six 190s from about 3000 ft direction  
by attacks on our ship were made from several directions  
 E/A claimed DESTROYED \_\_\_\_\_ out of view.  
 E/A claimed PROBABLE \_\_\_\_\_  
 E/A claimed DAMAGED 1

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return similar to Calumauka; 6/10 over target  
and light showers of rain on return, "just as predicted" Returned at about 2:00.

13. Observations:

- (a) Dummies, decoys, camouflage, etc. no such because of  
misses.
- (b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)  
no
- (c) New tactics of E/A no.
- (d) Targets of opportunity no.

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no injuries

15. Incidents of bravery or skill due to -. Technical failure, damage to a/c affecting mission.

16. Crew comments. saw about 10 objects thought to be balloons light pink in color just before reaching target.

1st Lt. Allen Richardson Time 20 minutes  
Interrogating Officer



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

none  
E/A claimed DESTROYED none  
E/A claimed PROBABLE ''  
E/A claimed DAMAGED ''

Fill out immediately separate Cl. 1. REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

From base to Rendezvous, it was cloudy but clear in spots; at Johnson it was overcast in sections and broken; over target: very much overcast; on return: clearing about 3000, this sun broken clouds

13. Observations:

(a) Dummies, decoys, camouflage, etc. none

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

(c) New tactics of E/A none

(d) Targets of opportunity none

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

no

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

A broken oil line to # 4 engine, ascertained upon return to the Airbase

16. Crew comments.

William D. Bell Time 2:15 PM  
Interrogating Officer  
cut



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack ~~475~~ 3 E/A  
about 1240

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED ONE

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return \_\_\_\_\_

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by n.a., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -; Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. \_\_\_\_\_

C E Remon Jr Time 1530  
Interrogating Officer

17

Bomb Load \_\_\_\_\_ H. . Incend. \_\_\_\_\_  
 2. Crew: Pilot Rebell Lt. Radio Op Kryjak  
 Co-Pilot Hennery Lt. Top Tur Gun Storke  
 Navigator Jackovich Lt. Ball Tur Gun Kostechi  
 Bombardier Burdon Lt. Waist Gun Bushmaster  
 Engineer Sgt Brinke Tail Gun Haug

3. (Immediate News to be Telephoned)

- (a) Planes down on water.
  - (b) Dinghies.
  - (c) enemy capital ships.
- } *no.*

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 12 27 Height 20,15,200 Heading 266°

5. Why wasn't Primary attacked?

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other map

Breakwater. Saw some ships.

7. Any Photos? Yes No (note & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs Couldnt see because of overcast

(b) Other Bombing " " " " " "

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"  3 minutes late  
 Exceptions Dutch 1148 20,000.

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
<u>Just before target about 3 to 5 minutes</u>	<u>19,000</u>	<u>Heavy</u>		<input checked="" type="checkbox"/>	<u>black 1000 below</u>	<u>2000 to 20000</u>	<u>20 near north</u>
<u>Target</u>	<u>18,200</u>	<u>not much of any</u>			<u>white below it in front</u>		
<u>Just past "</u>	<u>17,000</u>	<u>Heavy</u>		<input checked="" type="checkbox"/>	<u>black 1000 below</u>	<u>2000 to 20000</u>	<u>Behind north</u>

11. Encounters with enemy aircraft; give number of on, my attacks, and number of EA participating in each attack

*about 1000000 EA participated in night attacks; on for 6 retold high; 3 from 9 retold low level; 1 at 4 retold low, and 2 from 12 retold above; 1 on the shot one which with explosion 20m shell put off cover of leaving target.*

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED *2's 1 from 6 retold and the one from 9 retold*

Fill out immediately separate CLAD REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

*To Rendezvous 4/10 cumulus; over target 4/10; on return 6/10 cumulus showers.*

13. Observations:

(a) Dummies, decoys, camouflage, etc. *no*

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ....., E/A action, accident, or undetermined cause.)

*no*

(c) New tactics of E/A *no*

(d) Targets of opportunity *no*

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

*no*

15. Incidents of bravery or skill due to --Technical failure, damage to a/c affecting mission.

*no*

16. Crew comments. *none*

*1st Lt. Allan B. Richardson* Time *20"*  
Interrogating Officer

1. Squadron 367 (307) 423 A/c No. 127710 Date 1-11 1942  
 Bomb Load 5 X 1000 H.E. Incend.  
 2. Crew: Pilot LT. CRANMER Radio Op S. SGT CONSTANTINE  
 Co-Pilot LT. BRUNSTING Top Tur Gun T. SGT HARRIS  
 Navigator LT. BYER Ball Tur Gun S. SGT TAYLOR  
 Bombardier LT. REED 1st Gun S. SGT MEYERS  
 Engineer T. SGT HARRIS Tail Gun S. SGT WALL

3. (Immediate News to be telephoned)

- (a) Planes down on water.  
 (b) Dinghies. NIL  
 (c) enemy capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive

Time 1228 Height 19000 Heading 270°

5. Why wasn't Primary attacked?

BOMBED ON LEADER - UNOBSERVED

Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_

COULD NOT IDENTIFY - DUE TO CLOUD COVER

7. Any Photos? Yes No

(Photo & Bomb Plot Report)

8. Results of Bombing:

(a) Own Bombs \_\_\_\_\_

UNOBSERVED

(b) Other Bombing \_\_\_\_\_

NIL

(If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place Time Height Escort Seen

"As ordered"

Exceptions NIL

10. Flak

Place	Height	Type	Intensity			Accuracy	
			Severe	Mod'tc	Color	Height	Direction
Target							
<u>BREST</u>	<u>BELOW</u>	<u>HEAVY</u>			<u>RED</u>		<u>BELOW</u>
					<u>WHITE</u>		

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

0. One Fockeuland and a plane - one plane  
20000 feet straight in - 3 A.W. 19th path

E/A claimed DESTROYED NIL

E/A claimed PROBABLE NIL

E/A claimed DAMAGED NIL

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return thick clouds over England from

5000 up to 11000 ft - 5/10 never clear until  
6/10 lower target to 10,000 ft

13. Observations:

(a) Dummies, decoys, camouflage, etc.

NIL

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

NIL

(c) New tactics of E/A

NIL

(d) Targets of opportunity

NIL

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.)

NIL

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission.

NIL

16. Crew comments.

Think speed too fast for  
run over target

SM  
Interrogating Officer

Time 1545

(2)

Bomb Load 5-1000 (H.E.) Incendiary  
 2. Crew: Pilot Ryan Radio Op Murman  
 Co-Pilot Pipman Top Tur Gun Beaudoin  
 Navigator Herman Ball Tur Gun Kellum  
 Bombardier Olds Waist Gun \_\_\_\_\_  
 Engineer Channing Tail Gun Forrester

3. (Immediate News to be Telephoned) (9) men  
 (a) Planes down on water.  
 (b) Dinghies.  
 (c) Army capital ships.

4. Target Attacked: Primary Secondary Last Resort Jettisoned Abortive  
 Time 12<sup>28</sup> Height 18000' Heading 272 Magnetic  
 Compass Head \_\_\_\_\_

5. Why wasn't Primary attacked?  
 Reason for abortives \_\_\_\_\_

6. How was Target Identified? Easily Visible From Photo Other \_\_\_\_\_  
Identified by installation at mouth of river

7. Any Photos? Yes No (Photo & Bomb Plot Report)

8. Results of Bombing:  
 (a) Own Bombs Released at same time as lead ship  
because of cloud over target. No sight of own bombs.  
 (b) Other Bombing Could not see target itself due to  
heavy rolling cumulus. Identified location &  
released thru cloud on target.  
 (If interviewing squadron leader state TIME bombs struck target, average altitude at which attack took place.)

9. Rendezvous: Place \_\_\_\_\_ Time \_\_\_\_\_ Height \_\_\_\_\_ Escort Seen \_\_\_\_\_  
 "As ordered"  
 Exceptions None

Clear half moon of  
Flack behind over  
target. Flack  
Some Red Puffs.

10. Flak

Place	Height	Type	Intensity		Color	Height	Direction
			Severe	Mod'te			
10 miles after crossing coast on Route	10000	Heavy		✓	White	Low	Behind
Target	18000	Heavy	✓		Black	Low	well behind
					Some Red		

11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack 2 EA on way out about

50 miles. Made no attacks.

E/A claimed DESTROYED None

E/A claimed PROBABLE None

E/A claimed DAMAGED None

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

As predicted -

13. Observations:

(a) Dummies, decoys, camouflage, etc.

None

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.)

None

(c) New tactics of E/A None

(d) Targets of opportunity →

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft; nature of wound, how received.)

None

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission.

None

16. Crew comments.

Need gun butts - for practice

Interrogating Officer

Time



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack

17th. after landing - came in underneath  
100 yards - 2 short bursts fired

E/A claimed DESTROYED Nil

E/A claimed PROBABLE Nil

E/A claimed DAMAGED Nil

Fill out immediately separate CLAIM REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return

8/10 over England and 1/10 over Channel  
8/10 over target

13. Observations:

(a) Dummies, decoys, camouflage, etc. Nil

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by ...s., E/A action, accident, or undetermined cause.)

few are craft are two squares after  
leaving target

(c) New tactics of E/A Nil

(d) Targets of opportunity Nil

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft; nature of wound, how received.)

Nil

15. Incidents of bravery or skill due to Technical failure, damage to a/c affecting mission.

Nil

16. Crew comments.

Wanted piece for hall turret seat  
working - some are tail gunner.

Time \_\_\_\_\_  
Interrogating Officer \_\_\_\_\_



11. Encounters with enemy aircraft; give number of enemy attacks, and number of EA participating in each attack \_\_\_\_\_

E/A claimed DESTROYED \_\_\_\_\_

E/A claimed PROBABLE \_\_\_\_\_

E/A claimed DAMAGED \_\_\_\_\_

Fill out immediately separate GLA's REPORT for each E/A claimed as Destroyed, Probably, or Damaged.

12. Weather: Secure in detail from first crew you interview and from any crew where weather affects mission. Describe to rendezvous, over target, and on return Broken clouds 2500' all the way to mid channel. Clouds 8000-10000' broken.

13. Observations:

(a) Dummies, decoys, camouflage, etc. \_\_\_\_\_

(b) Incidents to friendly a/c. (If one of our a/c was lost, state whether by A.A., E/A action, accident, or undetermined cause.) \_\_\_\_\_

(c) New tactics of E/A \_\_\_\_\_

(d) Targets of opportunity \_\_\_\_\_

14. Injuries to Crew. (On each man injured, give name, rank, and position in aircraft, nature of wound, how received.) \_\_\_\_\_

15. Incidents of bravery or skill due to -: Technical failure, damage to a/c affecting mission. \_\_\_\_\_

16. Crew comments. Returned with bomb load. Flew to mid channel tail guns jammed and could not be fixed so pilot returned.

Lt. William P. Berube Time 17:06  
Interrogating Officer

HEADQUARTERS  
106th BOMBARDMENT GROUP (H)  
APO 634

8099/4  
8099/3  
November 10, 1942

SUBJECT: Encounter Report - Brest - 7/11/42

TO: A-2, First Wing

ONE DESTROYED

1. Our AC #124465 claims to have destroyed a Focke Wulf 190 at 13,000 feet just after leaving target. E/A came in level at six o'clock direction. Sergeant Wm. E. Baker, Tail Turret Gunner, opened fire at 550 yards. Enemy persisted in attack while Baker saw the tracers from his six bursts enter fuselage of the F.W. coming at him. At 100 yards the enemy broke off, falling over into a vertical dive enveloped in heavy smoke, according to corroboration of Waist Gunner J.K. Crowther and Top Turret Gunner S.P. Stenkoski. The E/A came in alone. No other crew member was known to have fired on attacker. Our aircraft was in no. 4 position in formation.

FOUR PROBABLY DESTROYED

1. Our AC #124501 probably destroyed a Focke Wulf 190 over Brest on 7/11/42 at about 1240 hours, height 17,000 ft. E/A came in level at six o'clock. S/Sgt J.V. Loving, Tail Gunner, who claims this E/A, started firing at 500 yards. At 200 yards the F.W. dove down away from the attack, trailing black smoke. Tracers were seen to enter the fuselage during the six hundred rounds fired. Corroboration is given by Sgt Kingen, Ball Turret Gunner; Sgt Stelzer, Top Turret Gunner; Sgt Hackworth, Radio Operator; and Sgt Arnold, Waist Gunner, who also fired at the attacker. No other crews participated. The position of our A/C was #2 in the formation.

2. A Focke Wulf 190 was probably destroyed by Sgt C.M. Bennet and Sgt G.R. Wyly of A/c #124488. At about 1235 hours, height 17,000 feet over Brest, the enemy plane attacked from nine o'clock above. Bennet, the Top Turret Gunner, and Wyly, the Waist Gunner, opened fire at around 400 yards, putting about 100 rounds into the E/A, which they could see enter the cowling. The attacking plane went out of control at about 250 yards, took almost a vertical dive enveloped in heavy smoke. One or two others in the crew fired at this plane and the encounter is confirmed by Major Oliver and Lieut. Fryer, pilot and navigator, of our plane which was leading the squadron.

3. S/Sgt H.V. Wilson of our A/C #124509 probably destroyed a Focke Wulf 190 13,00 feet over Brest at 1230 hours on 7/11/42. The E/A which came in at 4 o'clock below got one burst from Wilson, Top Turret Gunner, at about 300 yards. He saw tracers enter the cockpit of the E/A, which suddenly rocked and fell into a spin trailing smoke. Sgt Wilson watched it descend for some distance without recovering from the spin. Other crew members could not confirm this particular lone attack because of some other diversion around that time. Our A/C, piloted by Colonel Overacker, was leading the formation.

4. A Focke Wulf 190 was probably destroyed by our A/C # 124472 over Brest, at 1230 hours, height 17,500 feet, on 7/11/42. E/A came in at 5 o'clock high and received about two bursts each from Top Turret Gunner Sgt Lacek, Waist Gunner Sgt Greyno, and Tail Gunner Sgt Winchell at 600 yards. The E/A's engine started to smoke and then burst into flame until at 300 yards it broke off and dove down through clouds below in smoke and flames. Four other E/A attacked at this time. Position of our A/C -- #3 in formation.

## FOUR DAMAGED

1. Our A/C #124468 damaged a Focke Wulf 190 on 7/11/42 over Brest at 1232 hours, height 17,800 ft. Sgt Holloway, Top Turret Gunner, and Sgt Santoro, Waist Gunner, opened fire at 500 yards. After one burst E/A rolled over and dove down under ship. Tracers were seen to enter fuselage of the attacking plane and the encounter is confirmed by Sgt Owens, Ball Turret Gunner. Six other E/A attacked at the same time. Our A/C was in #2 position in the formation.
2. Our A/C #124507 damaged a Focke Wulf 190 on 7/11/42, 15,000 feet over Brest at 1255 hours. Tail Gunner Sgt Haywood fired three bursts at E/A coming in at six o'clock above when 500 yards distant. Tracers were seen to enter fuselage of attacker who broke away at 300 yards and dove down in apparent distress trailing smoke. Radio Operator Sgt Edwards and Engineer Sgt Fehr gave E/A two bursts also. Other crews are believed to have fired on this lone attacker. Our ship was #1 in formation, piloted by Major Lanford.
3. Our A/C #124471 damaged a Focke Wulf 190 on 7/11/42, height 18,200 feet, over Brest, at 1230 hours. About seven E/A attacked our ship from several directions simultaneously. One of them coming in from 9 o'clock high received two bursts from Top Turret Gunner Sgt Grenke at about 500 yards. This E/A broke off at 100 yards after getting tracers in fuselage, wobbled, fell over into dive trailing smoke. Other crew members believe they saw the action but had plenty to do themselves and could not remember many details. Of the seven E/A this is thought to be the one that hit our A/C with a 20 mm. explosive shell blowing off the wing tip.
4. Our A/C #124471 damaged a Focke Wulf 190 on 7/11/42; height 18,200 feet, over Brest, at 1230 hours. The E/A came in at six o'clock high and was greeted with three bursts from Tail Gunner Sgt Houx who saw his tracers enter the fuselage, some ricocheting. Starting at 350 yards E/A attacked but broke away at 200 yards, fell into a steep dive with engine smoking. Ball Turret Gunner Kostecki witnessed the encounter but could not fire, from his position.

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A. B. Richardson  
1st Lieut., A.C.