

GPH THU NR 19 082020

TO CG , 1ST BOMB WING (ATTENTION A-2)

IMPORTANT R-139-D TELETYPE REPORT 8TH MARCH 1943.

(A) NARRATIVE.

1. 18 A/C TOOK OFF AT 11:30 HOURS TO BOMB MARSHALLING YARDS AT RENNES, FRANCE . 2 A/C RETURNED EARLY BECAUSE OF MOTOR TROUBLE , 1 A/C IS MISSING. THE ROUTE WAS APPROXIMATELY AS ORDERED AND THE WEATHER GOOD ALL THE WAY. VISIBILITY AT THE TARGET WAS EXCELLENT.
2. SINCE THERE WAS PRACTICALLY NO FLAK, AND NO FIGHTER OPPOSITION AT THE MOMENT, THERE WAS AN UNINTERRUPTED TWO MINUTE BOMB RUN, AND BOMBING RESULTS WERE EXCELLENT. SEVERAL BURSTS WERE SEEN DIRECTLY ON THE YARDS, SMOKE AND FLAMES 2000 FEET HIGH WERE OBSERVED , AND A LARGE BUILDING , POSSIBLY THE TRANSHIPMENT SHED, WAS THOUGHT TO BE COMPLETELY DESTROYED.
3. 1 A/C TURNED BACK AT 13:25 ABOUT 5 MILES NORTH OF PORTLAND, ENGLAND. NO. 1 NO. 4 ENGINE ACTING UP. NO. 4 ENGINE CUT OUT ON LANDING. 1 A/C TURNED BACK AT 13:05 AT MARLBOROUGH , ENGLAND. 2 ENGINES CAUSING TRUBLE . ABOVE 19,000 FEET CLOUDS COULD NOT KEEP UP WITH FORMATION.
4. NOT MORE THAN 20-25 E/A , ALL FOCKE WULFS, WITH ONLY ONE TWIN ENGINE AND ONE ME109, WERE ENCOUNTERED, BUT THE ATTACKS WERE PERSISTENT AND CAME FROM ALL ANGLES. OUR FORMATION WAS FIRST ENGAGED WHEN THE SPITFIRE SUPPORT TURNED BACK NEAR DINAN, AND IT WAS HERE THAT OUR A/C WAS HIT. THE FWS CONTINUED THEIR ATTACKS UNTIL THE SPIT SUPPORT WAS PICKED UP AGAIN NEAR ST. LO. 5 CLAIMS - 3 CERTAIN, 1 PROBABLE , 1 DAMAGED.
5. LITTLE OR NO FLAK WAS ENCOUNTERED. A FEW SCATTERED BURSTS SEEN AT THE COAST GOING IN , AND IN TARGET AREA BUT THEY WERE FAR OFF AND CAUSED NO DAMAGE.
6. OUR A/C WAS HIT BY E/A JUST AFTER SPIT SUPPORT LEFT. FLAMES ENVELOPED THE SHIP AND IT IS BELIEVED THAT THE ENTIRE CREW BAILED OUT. 2 OR 3 OF THE CHUTES MAY HAVE BEEN BLOWN A SHORT DISTANCE FROM THE COAST DUE TO THE DIRECTION OF THE

WIND AT THE TIME

File in

J2 Report

8 Mar. 43

18 AC took off at 1130 hours to bomb musselling yards at Rennes, France. 2 AC returned early because of motor trouble; 1 AC is missing.

The route was approximately as ordered and the weather good all the way. Visibility at the target was excellent. As a result the bombing, as reported, appears quite good. Several bursts were seen directly on the yards, smoke and flames 2000 feet high were observed and a large building at the AP was thought to be completely destroyed.

Little or no flak was encountered. A few scattered bursts were seen at the coast going in and in target area but they were far off and caused no damage.

Not more than 20-25 E/A, all FW 190's, were encountered but the attacks were persistent and came from all angles. Our formation was first engaged when the spitfire support turned back near Dinan and it was here that Lt. Buddenbaum in AC # 514 was hit. Flames enveloped his ship

and it is believed that the entire crew bailed out. 2 or 3 of the chutes may have been blown a short distance from the coast due to the heavy head wind at the time.

The FW's continued their attacks until the Spit report was picked up again near St. Lo. One of these attacks was so persistent that it was first believed that the pilot was dead or wounded. Lt. Gouree turned into him and finally forced him to go up and over.

We are submitting 5 claims, three of which ~~it~~ appeared to be destroyed, 1 probable and 1 damaged.

Several crew members complained of staying at altitude so long after crossing the French coast.

A Spitfire was reported shot down by a B17 in the formation ahead, probably the 303rd or 305th.

One crew objected strongly to the ~~use~~ use of English flying clothing, claiming that the

connections came loose whenever they had to move around.

The spitfire cover, although a little late, was considered excellent.

J. Wright
May. 52

2. Bombing.

Bombs were released at 1431 hours over the primary target, the marshalling yards at Rennes, France, at an altitude of 22,000 feet. Formation bombing was conducted on a heading of 105° with wind at 175° at 25 miles per hour. 149 five-hundred pound G.P. bombs were dropped on the target area. Twenty (20) bombs were brought back on abortive aircraft, one (1) bomb was brought back due to faulty release, and ten (10) bombs are unaccounted for, which were on aircraft No. 41-24514 which was shot down prior to reaching the target. All of our 149 bombs dropped hit the target area as shown by photographs. The results of bombing are very good and it is thought the marshalling yards will be useless for some time due to the accuracy of bombing.

Bombing Plot Enclosed.

Annotated Photographs-Forwarded to First Bombardment Wing.

There are no suggested changes in bombing methods resulting from this mission. A positive upwind error was made during the first part of the bombing run in compensating for drift, in order to put the center of impact on the target.

3. Abortives.

Aircraft No. 42-5720 of the 423rd Bombardment Squadron (H) was abortive due to the Intake Duct to the Carburetor on No. 1 engine being blown off by back fire. This will be remedied and the aircraft back in status 9 March 1943.

Aircraft No. 42-5218 of the 423rd Bombardment Squadron (H) was abortive due to failure of No. 2 Supercharger regulator. Condensation in the supercharger balance line was the cause and this has been remedied.

4. Air Combats.

a. Enemy Tactics.

The formation was first attacked by FW's 190's. The attacks were made from 20-25 aircraft, all FW 190's and were persistent and pressed home. They continued until the Spitfire escort was again picked up at French Coast on the way out. Aircraft No. 41-24514 was hit 20 miles North of French Coast when a lone FW 190 slipped in under the friendly fighter cover and made two attacks and flames soon enveloped the ship. It is believed that the entire crew bailed out, although two (2) or three (3) of the parachutes may have blown a short distance from the coast due to a heavy head wind.

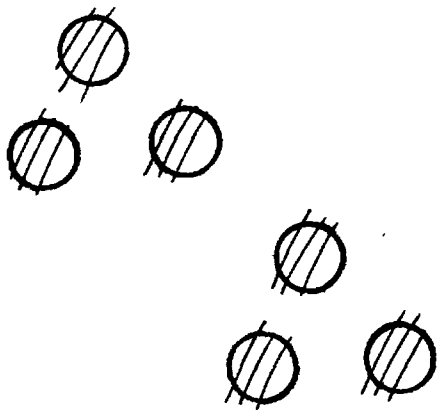
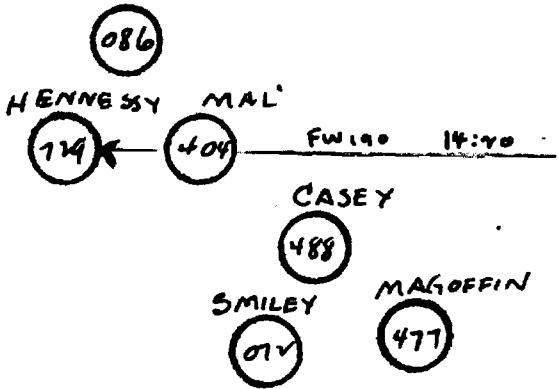
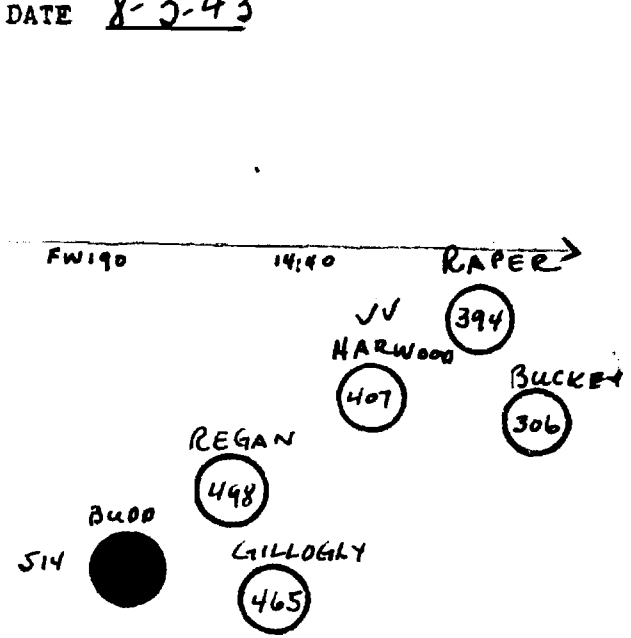
A formation of 30 to 40 enemy A/C was sighted over Ploerinel assembling. They are not believed to have attacked, and it is probable that they were vectored to Lorient.

b. Own Tactics.

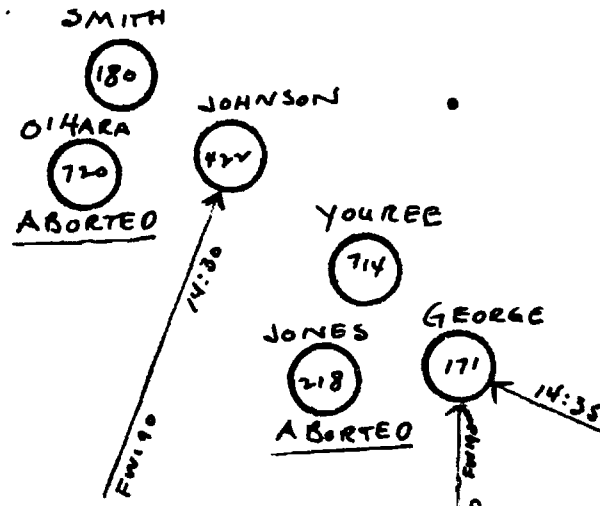
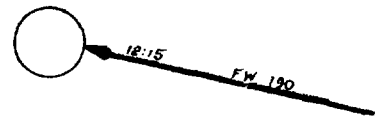
~~SECRET~~

GROUP I 5th
 DATE 8-3-43

PUTNAM - RIOR DAN



Show direction, approx. time and type E/A of each attack with arrow. Above with ^{blue} arrow - Below with green - Level with black, red



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

Write numbers of our A/C in circles. Draw lines through circles not apply. Block out our missing A/C in Red.

✓✓
Twin Nose Guns



d. Equipment Failures.

These were limited to two cases of sticking microphone buttons, one failure of radio compass, and three erratic interphones.

e. Remarks.

The broadcasts from Wing were reported to have faded a little while the formation was near Germany.

7. Other Equipment Failures.

Superchargers again were dominant in malfunctions. Three propeller governors caused trouble and one has been replaced. A few cases of engine roughness at altitude occurred. One cylinder head temperature gage went out. One case of creeping flaps was reported.

8. Battle Damage.

Severe battle damage was inflicted upon four (4) of our aircraft and less severe damage upon two (2) others. A Mobile unit will be necessary to repair four (4) aircraft, one (1) will be out of commission for three days, and one (1) for twenty-four hours. For details see inclosure number 6.

9. Aircraft Down away from base.

One of our aircraft number 42-29795 of the 368th Bombardment Squadron (H), Lt. Robinson pilot, landed safely at Foulsham after a hectic flight across the North Sea. This crew prepared to ditch several times as the airplane suffered severe battle damage.

10. General Recommendations and Corrective Action Adapted.

This mission brought to light again the fact that the low group suffers. Our particular group formation and gunnery were reported excellent on this trip, and yet we met with fierce, determined opposition because of our low position. Some solution should be devised to cope with this serious problem.

Keep the 92nd Group non-operational until they learn to fly formation. Four (4) of our planes report utter confusion exhibited by the 92nd when enemy fighters began their attacks.

9 Incls:

- Incl 1 - Raid Track Chart.
- Incl 2 - Formation Diagram.
- Incl 3 - Bombing Flight Record.
- Incl 4 - Bomb Plot Chart.
- Incl 5 - Abortive Aircraft Report.
- Incl 6 - Battle Damage Report.
- Incl 7 - Ammunition Expenditure Report.
- Incl 8 - Engineering Interrogation Report.
- Incl 9 - Armament Report.

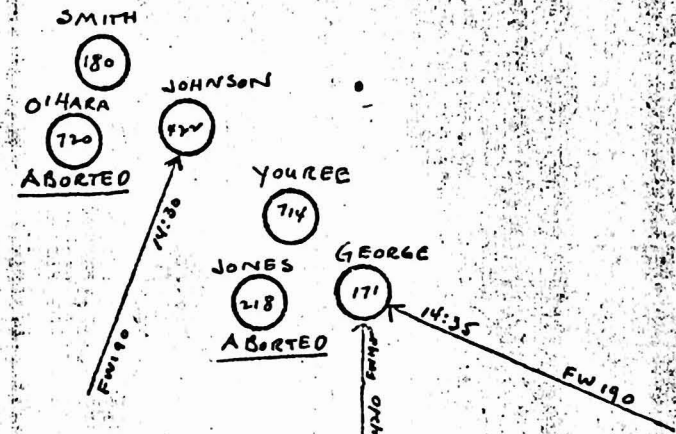
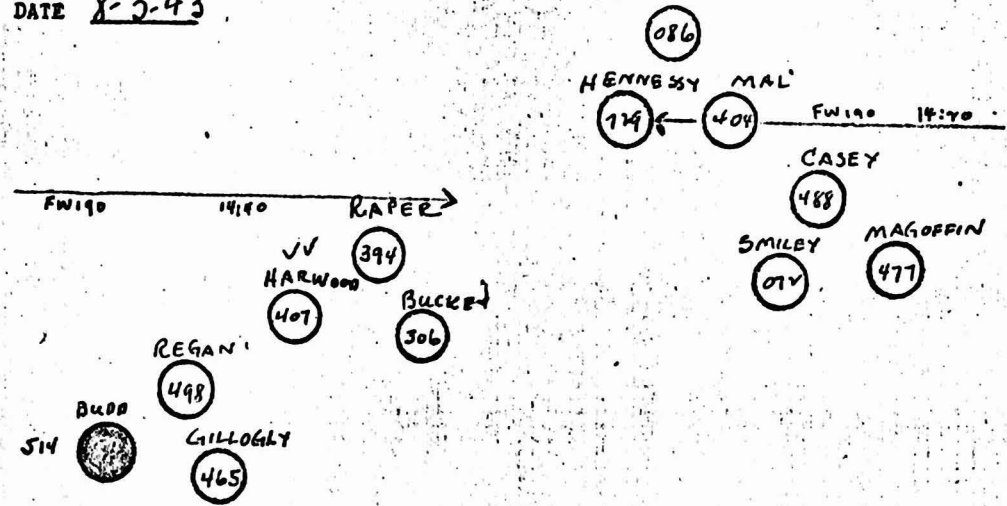
J. W. Wilson, Lt Col AC for
CLAUDE E. PUTNAM,
Colonel, AC,
Commanding.

GROUP 306th
 DATE 8-3-43

COMBAT DUPLICATION CHECK FORM

PUTNAM - RIOR DAN

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



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

Write numbers of our A/C in circles.
 Draw lines through circles not applying.
 Block out our missing A/C in Red.

✓✓
 Twin Nose Guns



The results at Rennes provide the most successful picture yet received in this war of a yard neatly and completely put out of service. The effect of the Sotteville attack is probably hardly less serious.

In the view of this writer, who is familiar with the railway working at all the yards mentioned in this memorandum (with the exception of Sotteville), these attacks will force the German High Command to realize for the first time the full effect of the power of the Allied Air Forces to hamstring the railway network over a wide area. These two-hours' work brought to a complete stop railway working on the main lines of Normandy and Brittany, which will take weeks, if not months, to repair fully. This factor is likely to alter the whole concept of the German ability to hold the Atlantic Coast against an Allied attack. Similarly, its success should be fully understood by those responsible for Allied plans. The lesson to be learnt is that a skilful and heavy attack, if directed to the right points, can tie up a whole railway system for days and completely cut off an area.

This effect could not be repeated in the Ruhr, Northern Rhine or Belgian areas, where alternative routes are manifold, but in France or Italy, where the railway system is less dense, its possibility has been proved and is clearly capable of repetition.

By these two attacks, the U.S. Army Air Corps has proved what has been maintained as impractical by many since 1939.

All those concerned must be exceedingly gratified with the results for the credit side of the results are immense, the debit side consisting only of any aircraft losses sustained and casualties to the French civil population.

Sgd,
C.E.R. Sherrington

20.3.43

120343

ASSESSMENT OF EFFECT OF ATTACK

ON

RENNES CLASSIFICATION YARD

8.3.43

AND

SOTTEVILLE (ROUEN) CLASSIFICATION YARD

12.3.43

Introduction

The report is prepared in response to a special request.

Full photographic cover has not yet been received in regard to the whole of the railway facilities at Rennes (including reception tracks to the east of the sorting sidings, the locomotive depot and locomotive repair shops, and the junctions at the west end of the station).

Reliance is, therefore, largely placed on:

C.I.U. Report K.1499 of 14.3.43

C.I.U. Report F. 328 of 12.3.43

In the case of Rouen (Sotteville), the cover supplied is more complete, but, similarly, reliance is placed on:

C.I.U. Report K.1506 of 14.3.43 and supplement of 15.3.43

C.I.U. Report F. 329 of 16.3.43

General Background

Rennes yard is the strategic key to the whole of the railway network of Brittany, as traffic to and from St. Malo via Dol; Brest, Lannion and St. Brieuc via Lamballe; Quimper, Lorient and Vannes via Redon; all concentrate at Rennes, which also contains locomotive shops for heavy repairs, and repair facilities for passenger, freight and tank cars.

The only routes by which traffic to Brittany can seep around Rennes are via Folligny, Dol, Lamballe, partly single track, and via Nantes, Savenay and Redon, a good double-track line, to which the key is at Tours (St. Pierre-des-Corps). In effect, and as far as information goes, the large viaduct at Morlaix was out of service owing to aerial attack at the end of January, and, consequently, the repairs necessitated its being out of use during a large part of February and during the first few days of March at least. The route via Dol, therefore, will not then have been effective for traffic much beyond Plouarot. On the Redon, Vannes, Auray, Lorient line, the cutting of the line at Lorient on 6.3.43 rendered that alternative route out of service beyond Hennebont.

This demonstrates how attacks, which virtually coincide, increase the effect in geometric rather than arithmetic progression in respect of damage to railway facilities.

Rouen - Sotteville, referred to in detail later, is also complementary in that routing of traffic between Brittany and Germany (and the U.S.S.R.) flowing through Rennes also flows, to a material extent, through Rouen (Sotteville).

Attacks on a smaller scale on the locomotive depots at Amiens (Longueau), Laon, Tergnier and the classification yards at Le Mans cannot be separated from the general picture.

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Functions of Rennes

Except for the yards at Le Mans, and Trappes in the Paris area, Rennes is the only other yard available between Paris and Brest (387 miles); with its 12 reception tracks and 32 sorting tracks, it can deal with 4,000 wagons per day, though the average in peace time is about 2,400. It is a hump yard (with one hump), equipped with car retarders of a delicate design. These retarders are certainly out of service and cannot be replaced in wartime; they took two years to construct and install. A car retarder hump is so steep that hand braking is probably out of the question, and present assessment of damage leads to the view that the yard cannot be operated even on a limited scale for many weeks. In brief, Rennes, when repaired, can not be much more than a storage yard, though some flat switching might be carried out. The expedient of lowering the hump cannot easily be adopted at Rennes as the hump consists of a concrete bridge over a roadway.

War traffics handled at Rennes include:

- A. Divisional movements between Brittany and the Eastern Front, which have attained up to 24 trains per day, say, one Division in three days. (A typical example of such a movement was "Tennisball", comprising 62 trains from Brittany to Germany (for U.S.S.R.) between 20.10.42 and 26.10.42);
- B. Oil and other supplies for German navy and U-boats at Brest and Lorient;
- C. Munitions and guns to and from Brittany coast;
- D. Foodstuffs, supplies and stores to naval base at St. Malo and Channel Islands;
- E. Cement, barbed wire, hutments and stores to and from Brittany coast;
- F. Bunker coal for German shipping, Brest, Lorient, etc.;
- G. Troops, guns, etc. to and from large training depot at Guer;
- H. Luftwaffe stores, petrol, aircraft spare parts, bombs, etc. to Lannion, Rennes, St. Jacques and other airfields;
- I. Troops, etc. to training area at Pont l'Abbe beyond Quimper.

The divisional and other troop trains usually stop at Rennes Station for feeding, etc.

Rennes itself is a large military and air base, and the military platform near the yard is in constant use.

All these movements will have been stopped for some considerable time, and the locomotive position on the Le Mans - Brittany lines will become even more serious owing to the immobilization of over 70 locomotives in the Rennes area.

Another matter of no mean importance is the destruction of points and crossings, which are in urgent demand for Russia and which are in short supply.

Functions of Rouen (Sotteville)

Sotteville yard is one of vital strategic importance to the German High Command, since it controls all traffic between Paris and the Le Havre areas, as well as traffic moving between the Region Ouest and the Region Nord of the French Railway.

The bridge over the Seine at the north end of Sotteville yard is the lowest rail crossing over that river; the only satisfactory alternative route for traffic between Brittany and West Normandy and the Nord Region, Belgium, etc. is that via Mantes, Acheres and Creil.

120047

Concentration of rolling stock at Sotteville has been heavy over long periods, averaging about 2,000 wagons.

The yard is equipped with Frolich type car rotanders, as used at Hamm and Trappes. It is not clear from the photographic cover if these rotanders have been severely damaged; if that should be so, they can hardly be replaced during the war.

The locomotive depot provides power for a wide area, i.e. Paris to Le Havre and to Laigle and Amiens. It has apparently been severely damaged; unfortunately, the well-equipped Quatre Mares locomotive repair shops have escaped all damage on this and on earlier raids. They are of vital importance in view of damage already accomplished at Hellemmes, Longueau, Laon and other centers where heavy repairs can be carried out.

Rouen (Sotteville) handles the following traffic for the Wehrmacht on the routes already specified:

- A. Divisional movements from Western France to Northern France, Belgium, Germany and the Eastern Front at a rate which may attain 24 trains per day in each direction;
- B. Oil, spare parts, ammunition, mines, etc. for Brest, Lorient and other Atlantic coast naval bases;
- C. Supplies, livestock, stores for Wehrmacht in Pas-de-Calais, Nord, Belgium, etc.;
- D. Petrol, spare parts, bombs, etc. for Luftwaffe in Western France;
- E. Engineer's stores, construction material, cement, hutments, etc. from Dieppe to St. Nazaire;
- F. Coal traffic from Northern France to Normandy and Brittany.

Short-Term Results

It is not possible to estimate the results with exactitude, since much will depend on the rapidity with which repairs will be effected at both yards. At Rouen, little but the removal of damaged wagons was done during the first 52 hours after the attack, and at Rennes, with several direct hits on the main lines, the filling of craters alone will require some days, and through running cannot be normal for some weeks.

Expressed in brief, the short-period results of these two heavy and most accurate attacks will disorganize military traffic to and from Western France for several weeks, perhaps, longer, and will virtually cut off Brittany from the Paris area except by circuitous routes. If any heavy military moves were in progress or planned - and this will not be known for some weeks - they will have to be amended and battle order adjusted accordingly to fit the new situation. Serious delay to the arrival of Divisions on the Eastern Front is by no means improbable.

Placing Rennes out of service isolates Brittany in somewhat similar manner to the effect on the New England States, if the New Haven's Cedar Hill yard could take no traffic, or if the Southern Pacific's Roseville facilities were out of use, and the Californian coast area would thereby be largely isolated.

Sotteville may be compared in a sense to the Potomac yard of the Richmond, Fredericksburg & Potomac at Alexandria, Va. Effect of dislocation would be felt from New York to South Carolina and beyond; similarly, the Sotteville position will be felt at least as far as Ghent and Liege.

Long-Period Results

Grave as the damage is over a short period to the Axis war effort, there is a further consideration,

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TARGET Rennes

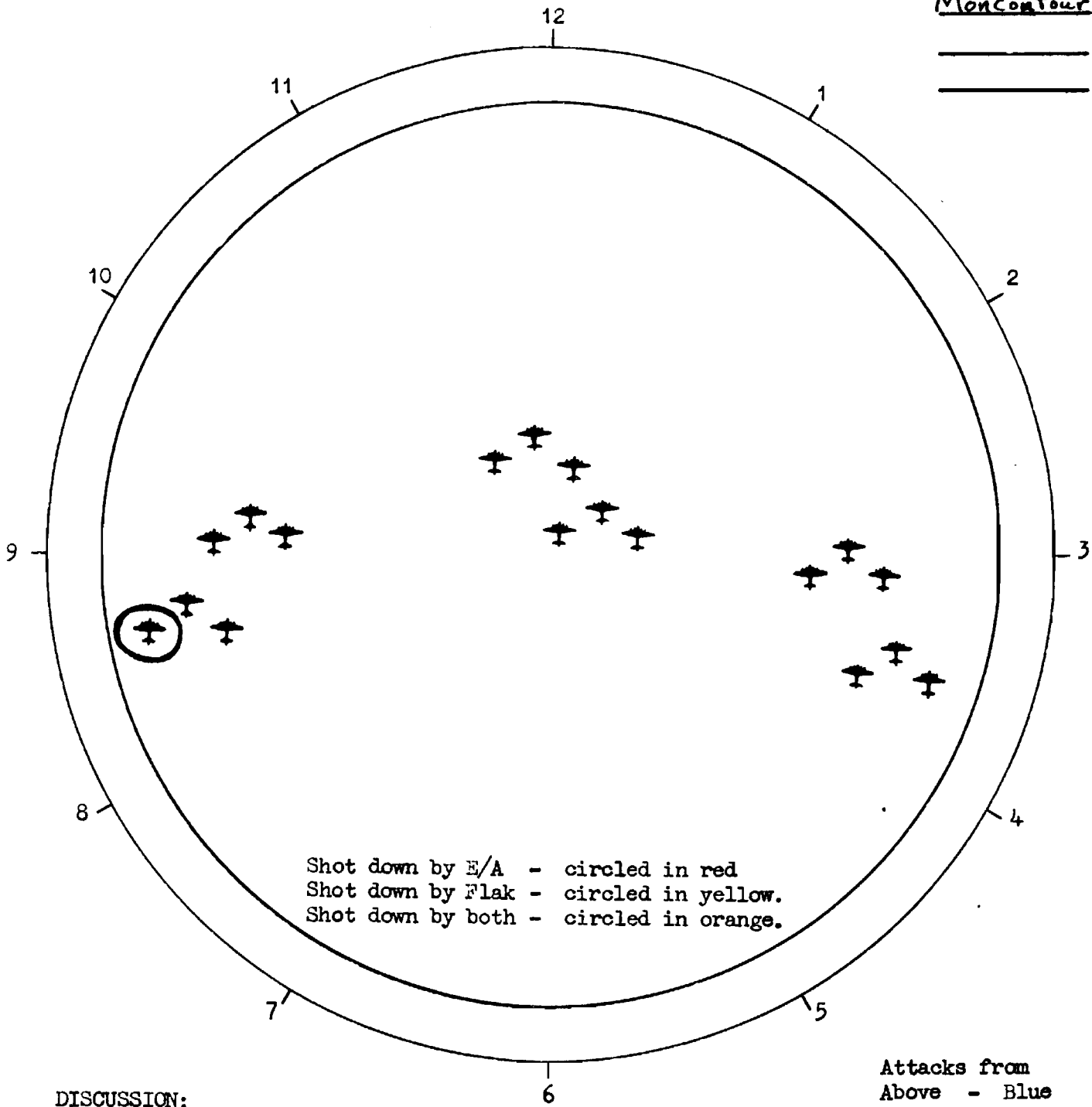
GROUP 306th

DATE 8-3-43

TIME OF ATTACKS 14:17

VICINITY OF ATTACKS Near

Moncontour



DISCUSSION:

Attacks from
Above - Blue
Level - Red
Below - Green.

[Handwritten signature]

E/A hit #3 engine.

WIND AT THE TIME.

7. NONE.

8. NONE.

(B) STASTICAL.

1. 18

2. 3

3. RENNES MARSHALLING YARDS -15

4. AIRDROME-CHERBOURG-0

5. B NONE.-0

6. NONE

7.1

8.0

9.1

10.0

11.0

12. 10X500 M43

13. 150X500

14. 0

15.. 20X500

16. 10X500 IN MISSING SHIP.

17. 0

18.2

19. 10 MISSING.

20. OVER RENNES AT 1431. ALTITUDE 22,000 FT.

===COMBOMGP THREE HUNDRED SIXTH

HODD

CC WA CAUSING ...TROUBLE

CJM VA

M

SIGNALS OFFICE

10-MAR-1945

R.A.F.
THURLEIGH

K

roup 306

Date 3/8/43

quadron 423

Place where attacked North-east of Rennes

Time About 1430 Height 22,000 ft

A/C No. 422

Time Height

Just after bombing target and making turn, a F.190 made a
Story of the attack-- tail attack on this plane. Every one in the squadron opened
fire on this E/A. Bullets coming from several directions were seen to hit him and
and when he was about 400 yards he blew up and disintegrated in the air.

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

Diagram of attack:



On Diagram, show

- a. which of our A/C was attacked; 422
- b. direction of E/A attack; 6 o'clock
- c. sun position. 9 o'clock

Data on Combat

- a. our heading ?
- b. visibility good
- c. type of E/A F.190
- d. level of attack;
 - From high above above
 - level
 - below
 - very low

(check One)

Our Gun Positions Firing on E/A.

Sgt. Gibson - Tail Sgt Rogers - Other Planes

positions - Tail - T. Torat -

If E/A was Shot Down or Damaged:

Corroborated by
 Position in A/C
 Other A/C firing at the same time?

Certain

Comments of the interrogator:

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

Time Interrogator
Fred P. Baldwin
 Captain A.C.

080343

Date 3/8/43

Group 306

Squadron 423

Place where attacked Near Antrain

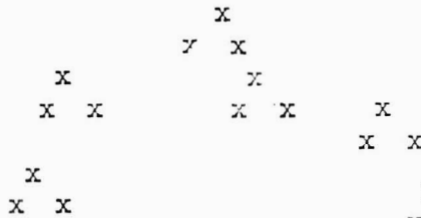
A/C No. 171

Time 1440 Height 23,000

1. Story of the attack Came in from 6 o'clock low, tail gunner fired. E/A pulled up making a complete loop. His right wing was on fire.

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

2. Diagram of Attack:



On Diagram, show

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

Data on Combat

- a. our heading 30 degrees
- b. visibility good
- c. type of E/A FW 190
- d. level of attack:
 - from high above _____
 - above _____
 - level _____
 - below below
 - very low _____

3. Our Gun Positions Firing on E/A.

(check one)

Names S/Sgt. B. H. Lamb

Positions Tail Gunner

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

Corroborated by _____

Position in A/C _____

Other A/C firing at the same time? _____

5. Comments of the interrogator: _____

Time _____

Interrogator _____

S. J. Owen

Lt., A. A. G.

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

Group 306
Squadron 367
A/C No. 407

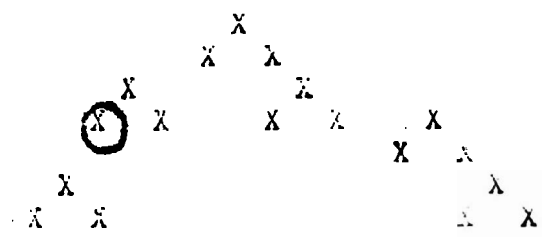
Date 3/8/43

Place where attacked shortly after target

Time 1440 Height 22,000

Story of the attack-- ~~E/A crossing formation in front from left to right and above. S/Sgt E.J. Zabawa, Bombardier, fired twin nose guns 40 shots - 2 cans. Pilot Harwood saw him shooting shells low and under - Harwood pulled on stick to give him better shot and then saw bullets hit him. E/A dove straight down for over 8000 feet when Zabawa had another attack and could not watch further.~~
(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and how he was going away.)

Diagram of Attack:



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

Data on Combat
a. our heading ?
b. visibility Good
c. type of E/A P-51
d. level of attack;
From high above 300
level _____
(check below _____
One) very low _____

Our Gun Positions Firing on E/A.
Names E.J. Zabawa S/Sgt

Positions Nose (Bombardier)

If E/A was Shot Down or Damaged:
Corroborated by 1st Lt. Harwood
Position in A/C Pilot
Other A/C firing at the same time? None
Comments of the interrogator: Possible pilot was killed. No smoke nothing.
Just straight dive.

If formation was very different from standard, show on back of sheet. Time 17:00 Interrogator J.A. Fairweather
Capt. A.C.

Group 306

Date 3/8/43

Company 369

Place where attacked Near St. Denis

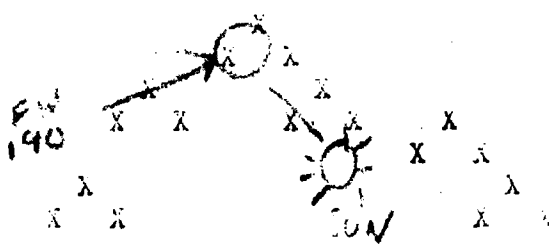
A/C No. 729

Time 1420 Height 22,000

Story of the attack-- FW190 attacked from 3 o'clock from below. Sgt. Adams fired 3 bursts at E/A from engine to tail, in consequence of which FW's cockpit exploded. Then the engine caught on fire. E/A went down in a straight dive, out of control and in intense flames.

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

Diagram of Attack:



On Diagram, show

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

Data on Combat

- a. our heading 110
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
 - From high above _____
 - level _____
 - below XX
 - very low _____

Our Gun Positions Firing on E/A.

(check One)

Names S/Sgt. Robert G. Adams

Positions- Left Waist Gunner

If E/A was Shot Down or Damaged:

Corroborated by S/Sgt. Peter Molasse
Position in A/C Ball Turret Gunner

Other A/C firing at the same time? _____

Comments of the interrogator: This claim seems to be legitimate as a certain destroyed

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

Time _____ Interrogator Jeremiah F. O'Sullivan Captain A.A.F.

Group 306

Date 3/8/43

Squadron 423

Place where attacked Near Rennes

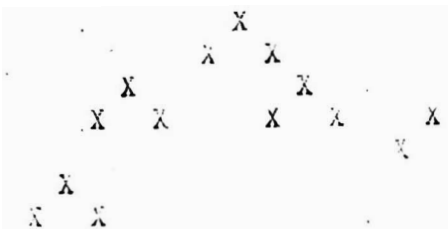
A/C No. 171

Time 11:35 Height 23,000

Story of the attack-- E/A came in from 4 o'clock and high. At 600 yards I started firing. At 400 yards he broke into flames, did a loop and went straight down. I saw him hit the ground.

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

2. Diagram of attack:



On Diagram, show

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

Data on Combat

- a. our heading 90 degrees
- b. visibility Good
- c. type of E/A 190
- d. level of attack; From high
 level high
 below _____
 very low _____

Our Gun Positions Firing on E/A.

Name T/Sgt. W.A. McGregor

Position Top Turret

3. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt F.S. Yeat
Position in A/C Left Waist

Other A/C firing at the same time? _____

4. Comments of the interrogator: _____

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

Time _____ Interrogator S.D. Owen
Lt. A.C.

72 Selwyn Bill

00 W at 15:10-11000

over land

INT-OPS INTERROGATION FORM

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

41
2

1. 306 367 407 L 8-3-43
 (Group) (Squadron) (w/c No.) (letter) (Date)

As ordered 11:30 ~~16:09~~ 16:09
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. Harwood Pilot Collette Top Turb
Lymer Co'rt. Ricksen Bell Tur
Spaduzzi Navig. Collins R. Waist
Sgt Zabolowa Bomber. Bowles L. Waist
Robelt Radio Buchanan Tail Gun

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

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

40 The 110 - Hit by Spit + down
 (Estimated total no. of E/A seen) (Types)

The 109's -

(Location and length of flight)

Just across land = ~~to~~ stayed with formation to St Lo.

(Tactics of E/A)

Came in low + close - 50 yards -

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

Wings yellow with Black + white Cross
Black or Blue fuselage -

(Our defensive action)

2. FIGHTER SUPPORT (2) yellow noses -

Fighter support on time + poor -

Forhe brief chased spits away when spits tried to help Fort in trouble

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

080343

Not much

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

None

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

no

6. CREW SUGGESTIONS AND COMMENTS:

Don't stay at Oxygen so long

① PROBABLE

S-2 OFFICER

Bennett

Time Completed

5:30

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

1. 306- 367 394 8-3-43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
Leading Second Pz. 1139 405
 (Position in formation) (Time took off) (Time landed) *

filled in by S-2.

2. Raper ✓ Pilot Wendelowski ✓ Top Turb
Luby ✓ Col't. Barnes ^{BARNES} ✓ Ball Tur
Dexter ✓ Navig. Please ✓ A. Waist
Joland ✓ Bomber. PHifer PHIFER ✓ L. Waist
Quinn ✓ Radio Newcomb ✓ Tail Gun

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

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

(Estimated total no. of E/A seen) (10) all F.W. - picked up
 (Types)

(Location and length of fight) formation soon Spits left +
stayed all around until Spits
appeared again

(Tactics of E/A) Tail attacks and low - 50 yards to tail
Orange Yellow nose - + yellow tail.
 (Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

Spits support excellent - on time
and in good position

Very little at Coast -

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

no

Saw fighters going back to base Jersey

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

no -

CREW SUGGESTIONS AND COMMENTS:

no

Bombed premium - hits looked good -

Sure you damaged one
PAIFER

S-2 OFFICER

Barnes

Time Completed

4:45

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

000543

306 367 23306
(Group) (Squadron) (No.). (Letter).

Mar. 8
(Date)

No 2 in L.W.
(Position in formation)

11:37
(Time took off)

4:10
(Time landed)

filled in by S-2.

2.	<u>Buckley</u> Pilot	<u>T/S G</u>	<u>Klusick</u> Top Turb
	<u>McKearney</u> Capt.	<u>Poto s/s</u>	<u>Hicks</u> Ball Tur
	<u>Barnett</u> Avig.	<u>s/s W. J</u>	<u>Standish</u> Avig.
	<u>Coons</u> Bomber.	<u>s/s P. J</u>	<u>Miller</u> L. Turb
	<u>T/S. H. M. Brown</u> Radio	<u>s/s E. Kennedy</u>	<u>Tail Gun</u>

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

25 FW's + 1 Me 110
(Estimated total no. of E/A seen) (Types)

FW's first attacked 10 mi. N.E. of Brehat
(Location and length of fight)

attacks all directions - particularly
(Tactics of E/A)

5 + 7 o'clock level

2 Seen with yellow & orange noses + same color tails
(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

good close support on way out but not
as far as Duran

On way in IX's met just N. of
St. Lo - good close support again

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

080343

1 Flak ship in St. Brienc Bay -
Light heavy flak over Target -

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

1 B-17 from another group, 5 chutes out in dive - Another turned away in control - no chutes seen (both these 10 min. from target in way in)

4 Balloons 10,000 ft. by Pontreux (S. of Berchat)

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

No

6. CREW SUGGESTIONS AND COMMENTS:

Secondary highly visible - 20 mi. away

S-2 OFFICER

Weld

Time Completed

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

080343

1. 306 769 488 F
(Group) (Squadron) (C no.) (Letter)
Leader 2nd Flight Lead Squadron 11:30
(Position in formation) (Time took off)

(Date)
- 1645
(Time landed) *

		*filled in by S-2.		
2.	<u>Lt Casey</u> ✓	Pilot	<u>T/S Elliott</u> ✓	Top Turb
	<u>Lt Ross</u> ✓	Co't.	<u>T/S Riddle</u>	Ball Tur
	<u>Lt Owen</u> ✓	Navig.	<u>R.G. Harris</u> ✓	R. Waist
	<u>Lt Daniels</u> ✓	Bomber.	<u>R. Borzini</u>	L. Waist
	<u>T/S Secor</u> ✓	Radio	<u>C. Small</u> ✓	Tail Gun

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

60 to 70 FW 190.

(Estimated total no. of E/A seen) (Types)
15 minutes before target to 25 minutes after target
(Location and length of fight)

Almost continuous combat during this period
Close head on and tail attacks from various directions.
Also about fifteen individual encounters

(Tactics of E/A)
E/H grey and black, white ring around cowling and
spinner.
(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SIGHT

Good, could see in all directions

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

Inaccurate and of light intensity

080343

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

Saw four ships at Guernsey about 1354 also observed balloons.

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

None

6. CREW SUGGESTIONS AND COMMENTS:

Some 30 Cal holes in fuselage.
Carried a camera.

Capt.

W. W. Glass

S-2 OFFICER

Time Completed

20 minutes

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

1. <u>306</u>	<u>309</u>	<u>729</u>	<u>G.</u>	<u>8 March 43</u>
(Group)	(Squadron)	(A/C no.)	(Letter)	(Date)
<u>no 3 lead sq.</u>			<u>11:31</u>	<u>1606</u>
(Position in formation)			(Time took off)	(Time landed) *

*filled in by S-2.

2. <u>Lt Hennessy</u> ✓	Pilot	<u>Sgt Wyle</u> ✓	Top Tur
<u>Lt Lillejohn</u> ✓	Capt.	<u>Sgt Notaro</u> ✓	Ball Tur
<u>Lt C.F. Jones</u> ✓	Navig.	<u>Sgt Spollman</u> ✓	A. Waist
<u>Lt Colantoni</u> ✓	Bomber.	<u>Sgt Adams</u> ✓	L. Waist
<u>Sgt Drennan</u> ✓	Radio	<u>Sgt Elek</u>	Tail Gun

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

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

20-25

(Estimated total no. of E/A seen)

PW190's 2 ME109

(Types)

St Pierre to target: target to near coast

(Location and length of fight)

1414 - 1450

Coming up from about 6 o'clock from below

(Tactics of E/A)

Yellow noses

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

(Our defensive action).

2. FIGHTER SQUAD

Good

very little

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

5. CASUALTIES (Give name, position in A/C, type of injury, no cause.)

Windshield burst from vibration of A/C.

CREW SUGGESTIONS AND COMMENTS:

S-2 OFFICER Jeremiah F. O'Sullivan Time Completed _____

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

1. 306 308 072 W 8 March 43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
no 3 recon element 11:30 4:20
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. Lt Smiley ✓ Pilot Sgt Clifton ✓ Top Turb
Lt Miller ✓ Co. Lt. Sgt Clark ✓ Bell Tur
Lt Strauss ✓ Avig. Sgt Wade ✓ A. Waist
Lt Breunig ✓ Bomber. Sgt Spino ✓ L. Waist
Sgt Hepler ✓ Radio Sgt Payne ✓ Tail Gun

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

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

25-30 FW190
 (Estimated total no. of E/A seen) (Types)

Coast to target: from target to coast
 (Location and length of fight)

mostly from nose: few from beam: two from tail.
Came from on high

(Tactics of E/A)

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

(Our defensive action).

2. FIGHTER SUPPORT

good while it lasted.

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

Flak at Meadrigie, at Target; S/L: Isle of Bathy -
A/c 22000 - no light; heavy; deflection good, but low.

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

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

6. CREW SUGGESTIONS AND COMMENTS:

Bombing Good

S-2 OFFICER

Joseph F. O'Sullivan

Time Completed

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

306 368 465 _____ 8 Mar.
 (Group) (Squadron) (A/C no.) (Letter) (Date)

#2 2nd El. Low Squad 1130 _____
 (Position in formation) (Time took off) (Time landed) *

filled in by S-2:

2.	<u>Yillogly</u> ✓	Pilot	<u>Edwards L.V.</u> ✓	Top Tur
	<u>Freyer</u> ✓	Co. Lt.	<u>H.E. Warren</u> ✓	Bell Tur
	<u>Jones C.Y.</u> ✓	Navig.	<u>Chinlund</u> ✓	d. waist
3/sgt.	<u>Allen W.</u> ✓	None Barber	<u>Banks</u> ✓	L. Waist
	<u>Fehr</u> ✓	Radio	<u>Haywood</u> ✓	Tail Gun

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

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

5 FW's

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

1 direct on tail and 1 at 3 o'clock

(Location and length of fight)

(Tactics of E/A)

Attacking from all angles.

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

Yellow nose - Silver.

(Our defense action).

2. FIGHTER SUPPORT

Should have gone in little further
might have saved B. Baum.

Route as ordered all the way.

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

Moderate and inaccurate 080343

coming out from coast

3 or four bursts at 1 P low and inaccurate.

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

Nil

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

Nil.

Get dope on color of spots

5. CREW SUGGESTIONS AND COMMENTS:

English equip bad. Connections
won't work when moving around.

Target was smeared.

Bombs were right in center of target - 12000 ft. fire & smoke

S-2 CI-ICF

Time Completed

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

306 369 404 B 8/3/43
(Group) (Squadron) (A/C No.) (Letter) (Date)

#2 LEAD ELEM. 1130 1/2 1610
(Position in formation) (Time took off) (Time landed)

*filled in by 8-2.

<u>LT. MALISZEWSKI</u> ✓ Pilot	<u>S C. A. FATIGATI</u> ✓ Top Turb
<u>" F. K. WATSON</u> ✓ Colt.	<u>T/S T. H. RAY</u> ✓ 6th Tur
<u>" A. E. SCHULSTAD</u> ✓ Avig.	<u>S/S J. F. WILLIAMS</u> ✓ 8. Tur
<u>S/S W. J. MACDONALD</u> ✓ Bombr.	<u>S M. J. KOMO</u> ✓ L. Tur
<u>S/S H. C. GREEN</u> ✓ Radio	<u>S/S R. E. MOORE</u> ✓ Tail Gun

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

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

15 FW190 Me109
(Estimated total no. of E/A seen) (Types)

20 min. plus about 10 min before
(Location and length of fight)

target & 10 min after target

closed in, especially at nose
(Tactics of E/A)

Blue & Silver
(Color, markings, etc. of E/A)

evasive action
(Our defensive action).

2. FIGHTER SUPPORT

as ordered & in good

none anywhere near - all over to
side place + just before target

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

target - high col. of flame and
smoke 2000'

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

none

6. CREW SUGGESTIONS AND COMMENTS:

080343

S-2 OFFICER Rskulak. ITAC Time Completed 1700

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

306 368 498 L 8 March 43
(Group) (Squadron) (A/C No.) (Letter) (Date)

Leading element in low Sgd. 1135 1605
(Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. CAP REGAN JH ✓	Pilot	T/S STEELE ^{STELZER} ✓	J-B. Top Turb
2 WLT KRAMARINKO. A ✓	Co't.	S/S GRAZIANO ✓	Ball Turb
1 WLT BORING WD ✓	Navig.	S/S GELNETT W.G. ✓	R. Turb
4 WLT KOSAKOWSKI J.E. ✓	Bomber.	S/S RETCOFSKY A. ✓	L. Turb
T/S HOFFMAN WF ✓	Radio	S/S KRAJCIK A.J. ✓	Tail Gun

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

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

15-20 FW190 mostly. One T/E probably Me 110
(Estimated total no. of E/A seen) (Types)

From E/Coast for about 45 mins until return to coast.
(Location and length of fight)

Most attacks from rear and above. Some from side,
(Tactics of E/A) 3 o'clock, and one or two only from nose.

Yellow nose below, & top of nose blue.
(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

excellent in and out, & E/A came as soon as
Fighter support left.

Target: Rennes - in seawater and slight.

Course on way in - LT flak away below, slight.

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

a few trains seen at target, but activity seemed slight at the marshalling yards.

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

NIL

6. CREW SUGGESTIONS AND COMMENTS:

91st Group came from behind & bombed first and made bombing of this ship away to the right.

Explosions with smoke and flames seen in Q, the Transhipment shed.

1415 hrs
About six miles over land, B'baum's ship seen to be hit in No 3 motor by FW - 500' & shutes seen to come out - 22,000 ft, & B'baum's ship was below - 45° 30' 2° 40' W ~~YFFINAC~~
The ship was under control, flying WEST. YFFINAC

-2 OFFICER

C. E. Dennis RFL

Time Completed

17.30

Pilot must have set up AFCE and baled out

Another ship seen very low at about 1515, 50° 30' N & may have got to land.

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

080343

1. 306 423 422
 (Group) (Squadron) (A/C No.) (Letter).

3/8/43

(Date)

#2 in lead of 1st Squad.

(Position in formation)

(Time took off)

(Time landed) *

*filled in by S-2.

2. <u>St. Johnson</u> ✓	Pilot	<u>Rogers</u> ✓	Top Turret
<u>Pipp</u> ✓	Co't.	<u>Hobby</u> ✓	Ball Gun
<u>Collins</u> ✓	Navig.	<u>Smith R.J.</u> ✓	W. Waist
<u>Lucas</u> ✓	Bomber.	<u>Hearn</u> ✓	L. Waist
<u>Beam</u> ✓	Radio	<u>Yip</u> ✓	Tail Gun

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

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

About 20

FW 190 (Yellow tails)

(Estimated total no. of E/A seen)

(Types)

1st. Concrete 6 or more attacks till 1st to where parked my plane.

(Location and length of fight)

Head on & Tail attacks

(Tactics of E/A)

Yellow tails

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

(Our defensive action).

2. FIGHTER SUPPORT

Good in and out.

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

Flak with flak slight and heavy. Inaccurate in ms. (White smuts)
No target over umbrella with a bit coming from R.R.
Target some heavy stuff.
Over branches five down at 11:00.

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

1B17 down with 1st attack ^{at sunset} #3 engine out - under control & bailed out.
1B17 tail section fell a bomb out. at branches - could not follow it.
1B17 down with 1st attack over target. 2 bailed out.
1B17 just made English coast. which Budd was 1st one mentioned.

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

None.

6. CREW SUGGESTIONS AND COMMENTS:

080343

S-2 OFFICER Capt. Fred Palmer Time Completed _____

080343

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

1. 506 423 714 8 March
 (Group) (Squadron) (W/C No.) (Letter) (Date)
1 in 2nd El. 423rd 1130
 (Position in formation) (Time took off) (Time landed) *

filled in by S-2.

2. <u>Younce</u> ✓	Pilot	Blum <u>BLUM</u> ✓	Top Turb
<u>Suggs</u> ✓	Co't.	<u>McClure</u> ✓	Ball Tur
<u>Flower</u> ✓	Navic.	<u>Trenary</u> ✓	R. Waist
<u>Horne</u> ✓	Bo'ocr.	<u>Williams BC</u> ✓	L. Waist
<u>Roskowitz</u> ✓	Radio	<u>Coldard</u> ✓	Tail Gun

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

20 FW's.
 (Estimated total no. of E/A seen) (Types)
8 attacks just after target and before
 (Location and length of fight)
spit cover was reached.

(Tactics of E/A)
Attacking from all directions but chiefly
on nose.

(Color, markings, etc. of E/A)
yellow - blue & silver
 (our defensive action).
turned into attacks and dropped nose

2. FIGHTER SUPPORT
excellent.

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

Few bursts near target and highly inaccurate

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

1 Spit shot down by a 17
from ~~the~~ group ahead.
1 Spit shot down an FW 190.

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

Nil

6. CREW SUGGESTIONS AND COMMENTS:

Should lose alt, sooner on return

~~None~~

Bombing looked good as target seemed to be mass of flame & smoke.

080343

S-2 OFFICER

Wright

Time Completed

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

306 423 171 U 8/3/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)

#2 in 2nd Element 1130 1615
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2.	lt. George ✓	Pilot	Macquar ✓	Top Turb
	Malson	Co't.	McClenan ✓	Bell Tur
	Simmons ✓	Navig.	Bevan ✓	R. Waist
	Warner ✓	Bomber.	Yost ✓	L. Waist
	Thornton ✓	Radio	Lamb ✓	Tail Gun

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

2 claim

40 FW190
 (Estimated total no. of E/A seen) (Types)

Attacked just after the Spits left - continued

(Location and length of fight)

intermittent attacks till we reached target - over the target there were no attacks. As we left target they picked us up and went almost to the coast where the spits picked us up.

(Tactics of E/A)

Yellow nose and yellow Fin and Rudder.

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

used a diving turn - I had to pull up or he would have crashed us.

(Our defensive action)

2. FIGHTER SUPPORT

Good when it was with us.

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

Flak - posar - near target - 23000' - Black & white
about 4000' below us.

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

B-17 - Same story as Smith's crew told. - ~~except that~~
(6 chutes) they said he went out over channel.
Saw ship crash just W. of Dinan - large explosion followed.

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

1st Lt. M. J. Warners - Bombardier, - 20 m.m. hit on nose of our ship & he got hit in left side of his neck - bled a lot.

2nd Lt. A. V. Simmons - Navigator - slight cut ~~cut~~ under left eye - cause same as above.

6. CREW SUGGESTIONS AND COMMENTS:

S-2 OFFICER

S. J. Owen

Time completed

080343

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

306 423 171 U 8/3/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)

#2 in 2nd Element 1130 1615
 (Position in formation) (Time took off) (Time landed) *

filled in by S-2.

2.	ht. George ✓	Pilot	Macgregor ✓	Top Turb
	Malin ✓	Co't.	McClenan ✓	Ball Tur
	Simmons ✓	Navig.	Bevan ✓	A. Waist
	Warner ✓	Bomber.	Yost ✓	L. Waist
	Thornton ✓	Radio	Ramb ✓	Tail Gun

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

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

2 claim

40 FW 190

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

Attacked just after the Spits left - continued
(Location and length of fight)

intermittent attacks till we reached target - over the target there were no attacks.. As we left target they pursued us up and went almost to the coast where the spits pursued us up.

Yellow nose and yellow Fin and Rudder.

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

used a diving turn - Had to pull up as he would have crashed us.
(Our defensive action).

2. FIGHTER SUPPORT

Good when it was with us.

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

1. 306 423 180 B 8/3/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)

lead ship in squadron. 1130 1615
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. Capt. Smith ✓ Pilot Bezalel ✓ Top Tur
Kelly ✓ Co't. H.V. Wilson ✓ Ball Tur
Gastin ✓ Navig. Wentworth ✓ R. Waist
May ✓ Bomber. Hart ✓ L. Waist
Kinn ✓ Radio Counts ✓ Tail Gun

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

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

15 F.W.-190
 (Estimated total no. of E/A seen) (Types)

3 attacks from 5 o'clock - 3 at 12 o'clock
 (Location and length of fight)

no exams.

(Tactics of E/A)

Silver - Black + yellow.
 (Color, markings, etc. of E/A)

Turning + diving.
 (Our defensive action).

2. FIGHTER SUPPORT Good -

Withdrawal support wonderful

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

Very light black flak - just after we left target - it was very inaccurate.

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

B-17- (Budduburn) - at near Mandantou at 1417 - went down under control - #3 engine on fire - as a result of FW190 attack. 7 chutes out.

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

Counts taken to hospital for frostbitten feet. as boots failed to heat.

5. CREW SUGGESTIONS AND COMMENTS:

080343

S-2 OFFICER

S. (Cur)

Time Completed

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

1. 306 423 720 3/8/43
(Group) (Squadron) (A/C No.) (Letter) (Date)

(Position in formation) (Time took off) (Time landed) *

2. St. O'Hara Pilot Top Tur
Co't. Bell Tur
Navig. R. Waist
Bomber. L. Waist
Abusive. Radio Tail Gu.

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

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

Turned back at 1325 over about five miles north of Portland, England.
(Estimated total no. of E/A seen) (Types)

Brought bombs back.
(Location and length of fight)

Num #1 and #4 engine acting up (#4 actually cut out on landing.)

(Tactics of E/A).

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

(Our defensive action).

2. FIGHTER SUPPORT

306 (Group) 369 (Squadron) 477 (A/C No.) H (Letter) 8/3/43 (Date)
 #2 ON CASEY (Position in formation) 1133 (Time took off) 76501615 (Time landed) *

*filled in by S-2.

2. Lt. J. G. MAGOFFIN Pilot	T/S E. J. WENTWORTH Top Tur
" R. A. VINNEGE Co't.	S/S V. L. ROSE
" B. E. HOWENSTEIN Navig.	S J. T. DEETS
" J. K. HICKEY Bomber.	S/S A. E. MEADON
S/S F. B. LARMER Radio	S/S T. A. ROSATO Tail Gu.

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

15 (Estimated total no. of E/A seen) FW190 (Types)

1 direct attack from 5 o'clock slightly above (Location and length of fight)

same as usual (Tactics of E/A)

silver, white nose (Color, markings, etc. of E/A)

evasive (Our defensive action).

2. FIGHTER SUPPORT

d in good, as ordered

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

*slight & inaccurate at target
(small shiny puffs looked like glass)
(in a row, level)*

080343

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

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

7. CREW SUGGESTIONS AND COMMENTS:

good run - good hits

S-2 OFFICER

R. Kalak

Time Completed

1725

080343

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

1. 306 309 086 _____
 (Group) (Squadron) (A/C No.) (Letter).
Lead's Group.
 (Position in formation) (Time took off) (Time landed) *

2. _____ filled in by S-2.
 Col. Putnam Pilot Sutton ✓ Top Turb
 Capt. Roston ✓ Col't. Davis C.M. ✓ Bell Tur
Spelman ✓ Navig. Dwiggins ✓ d. Waist
Porter ✓ Bomber. Mary R.D. ✓ L. Waist
Schultz ✓ Radio McMahan ✓ Tail Gun

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

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

At least 20. FW 190's
 (Estimated total no. of E/A seen) (Types)

(Location and length of fight)

Many attacks on group.

1 straight head on attack but didn't fire guns.
 (Tactics of E/A)

Yellow nos. -
 (Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

It was excellent. It was about 10 minutes late. They got there at 1559.
Saw them rush down 2 full waves. 1 split down.
Saw them at crest on way back.

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

080343

Some flak over target very inaccurate - widely dispersed.

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

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

1 FW shot Budd down 10 miles off beach but on way in 9 chutes bailed out over land. None.

7. CREW SUGGESTIONS AND COMMENTS:

S-2 OFFICER

Captain Belcher

Time Completed

17:15

Buddenbaum P. 0.435852
Eddris C.P. 0-7084381
Wilkins Bomb. 0-724179
Bejgs Nav. 0-726184.
Muthrie Eng. 15069779
Horstman R. 37059997
Visavidge Ball
Smith Tail 34189597
Huddle waist
Marriarity waist

TO CG , 1ST BOMB WING (ATTENTION A-2)

080343

IMPORTANT R-139-D

TELETYPE REPORT 8TH MARCH 1943.

(A) NARRATIVE.

1. 18 A/C TOOK OFF AT 11:30 HOURS TO BOMB MARSHALLING YARDS AT RENNES, FRANCE . 2 A/C RETURNED EARLY BECAUSE OF MOTOR TROUBLE , 1 A/C IS MISSING. THE ROUTE WAS APPROXIMATELY AS ORDERED AND THE WEATHER GOOD ALL THE WAY. VISIBILITY AT THE TARGET WAS EXCELLENT.
2. SINCE THERE WAS PRACTICALLY NO FLAK, AND NO FIGHTER OPPOSITION AT THE MOMENT, THERE WAS AN UNINTERRUPTED TWO MINUTE BOMB RUN, AND BOMBING RESULTS WERE EXCELLENT. SEVERAL BURSTS WERE SEEN DIRECTLY ON THE YARDS, SMOKE AND FLAMES 2000 FEET HIGH WERE OBSERVED , AND A LARGE BUILDING , POSSIBLY THE TRANSHIPMENT SHED, WAS THOUGHT TO BE COMPLETELY DESTROYED.
3. 1 A/C TURNED BACK AT 13:25 ABOUT 5 MILES NORTH OF PORTLAND, ENGLAND. NO. 1 NO. 4 ENGINE ACTING UP. NO. 4 ENGINE CUT OUT ON LANDING. 1 A/C TURNED BACK AT 13:05 AT MARLBOROUGH , ENGLAND. 2 ENGINES CAUSING TRUBLE . ABOVE 19,000 FEET CLOUDS COULD NOT KEEP UP WITH FORMATION.
4. NOT MORE THAN 20-25 E/A , ALL FOCKE WULFS, WITH ONLY ONE TWIN ENGINE AND ONE ME109, WERE ENCOUNTERED, BUT THE ATTACKS WERE PERSISTENT AND CAME FROM ALL ANGLES. OUR FORMATION WAS FIRST ENGAGED WHEN THE SPITFIRE SUPPORT TURNED BACK NEAR DINAN, AND IT WAS HERE THAT OUR A/C WAS HIT. THE FWS CONTINUED THEIR ATTACKS UNTIL THE SPIT SUPPORT WAS PICKED UP AGAIN NEAR ST. LO. 5 CLAIMS - 3 CERTAIN, 1 PROBABLE , 1 DAMAGED.
5. LITTLE OR NO FLAK WAS ENCOUNTERED. A FEW SCATTERED BURSTS SEEN AT THE COAST GOING IN , AND IN TARGET AREA BUT THEY WERE FAR OFF AND CAUSED NO DAMAGE.
6. OUR A/C WAS HIT BY E/A JUST AFTER SPIT SUPPORT LEFT. FLAMES ENVELOPED SHIP AND IT IS BELIEVED THAT THE ENTIRE CREW BAILED OUT. 2 OR 3 OF THE CHUTES MAY HAVE BEEN BLOWN A SHORT DISTANCE FROM THE COAST DUE TO THE DIRECTION OF THE WIND AT THE TIME.

7. EITHER OR NO FLARE WAS ENCOUNTERED. A FEW SCATTERED BURSTS SEEN

AT THE COAST GOING IN , AND IN TARGET AREA BUT THEY WERE FAR OFF AND CAUSED NO DAMAGE.

6. OUR A/C WAS HIT BY F/A JUST AFTER SPIT SUPPORT LEFT. FLAMES ENVELOPED ~~SMORX~~ SHIP AND IT ~~IS~~ IS BELIEVED THAT THE ENTIRE CREW BAILED OUT. 2 OR 3 OF THE CHUTES ~~XX~~ CHUTES MAY HAVE BEEN BLOWN A SHORT DISTANCE FROM THE ~~XX~~ COAST DUE TO THE DIRECTION OF THE WIND AT THE TIME.

7. NONE.

8. NONE.

(B) STASTICAL.

1. 18

2. 3

3. RENNES MARSHALLING YARDS -15

4. AIRDROME-CHERBOURG-0

5. NONE.-0

6. NONE

7.1

8.0

9.1

10.0

11.0

12. 10X500 M43

13. 150X500

14. 0

15.. 20X500

16. 10X500 IN MISSING SHIP.

17. 0

18.2

19. 10 MISSING.

20. OVER RENNES AT 1431, ALTITUDE 22,000 FT.

====COMBOMGP THREE HUNDRED SIXTH

080343

STAND BY FOR BROADCAST

MAS= CLV=MOL= THU= VIA PNT V GPH NR 28 072325A

URGENT 1 BU R152E

TO:- CO 91-303-305-306 GROUPS 8 BC AND 2ND WING

CORRECTION NO.1 TO FIELD ORDER NO110

CORRECT PARAGRAPH 3-B TO READ IP AT MORDELLES REPEAT MORDELLES.

OMBOMWIG ONE

OLD

J VA

ALL STATIONS STAND BY FOR K WITH R

THU K WITH R

GPH R 2329A/7 JDR VA+

1. Brief descriptive summary of mission

18 AC took off at 11:30 hours to bomb manufacturing yards at Rennes, France. 2 AC returned early because of motor trouble; 1 AC is missing. The route was approximately as ordered and the weather good all the way. Visibility at the target was excellent. Since there was practically no flack, and no fighter opposition at the moment, there was a two minute bomb run, and bombing results were excellent. Several bursts were seen directly on the yards, smoke and flames 2000 feet high were observed, and a large building, possibly the Transshipment Shed, was thought to be completely destroyed.

2. General results of bombing attack

3. Abortives: points of turn-back and reasons for each

1 A/c turned back at 13:25 about 5 miles North of Portland England. #1 engine ~~not~~ engine acting up. #4 cut out on landing

4. Enemy air opposition (in brief, no individual encounters):

General description of fighter opposition encountered; types of E/A encountered; tactics employed by enemy and ourselves; as to enemy destroyed state whether max, few or nil; distinguishing markings, color, characteristics or behavior of E/A.

all only

Not more than 20-25 E/A, Focke Wulf's, with one Twin Engine and one Mess. 109, were encountered, but the attacks were persistent and came from all angles. Our formation was first engaged when the Spitfire support turned back near Dinan, and it was here that our AC was hit. The F. W. 's continued their attacks until the Spit support was picked up again near St. Lo. 5 claims - 3 certain 1 probable 1 damaged.

5. Flak: where encountered, appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual.

Little or no flack was encountered. A few scattered bursts were seen at the coast going in and in target area but they were far off and caused no damage.

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen, time, altitude, estimated cause, personnel seen baling out, appearance of A/C.

Our AC was hit just after Spit support left. Flames enveloped the ship and it is believed that the entire crew bailed out.

2 or 3 of the chutes may have been blown a short distance from the coast due to the direction of the wind at the time.

7. A/C crashed in England or seriously damaged.

None

8. Observations: Detail any items of interest seen by crews concerning the enemy or our own forces (Balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at air dromes, ports, waterways, roads, railway yards, concentrations of vehicles, troops vessels; landmarks, new enemy installations).

1 A/c turned back at 13:25 at Marlborough England
Engines Describe Causing trouble, above 19000 feet could not
keep in Spit formation.

1. Number of A/C taking off 18
2. Number of A/C which failed to bomb a target 3
3. Name of primary target and number of A/C attacking it 15
Rennes Marshalling Yards
4. Name of secondary target and number of A/C attacking it 0
Airdrome - Cherbourg
5. Name of last resort target and number of A/C attacking it 0
None
6. Description of target of opportunity and number of A/C attacking it
None
7. Total number of A/C lost or miss. 1
8. Number of A/C lost to flak 0
9. Number of A/C lost to E/A action 1
10. Number of A/C lost by accident 0
11. Number of A/C lost, cause unknown 0
12. Bomb loadings, number, size and type
10x500 - M 43 -
13. Bombs dropped at each target, number, size and type
150 x 500
14. Bombs jettisoned, number, size and type
0
15. Bombs brought back; number, size and type
20x500
16. Bombs unaccounted for, number, size and type
10x500 in ~~the~~ MISSING SHIP
17. Casualties, number killed 0
18. Casualties, number wounded 2
19. Casualties, number missing 10
20. Time and altitude over each target
over Rennes at 14:31
Altitude 27,000 -

Very Good Performance
no flak or fighters

1. Name of primary target R. M. S. Number of A/C attacking 15
 2. Name of secondary target Andromeda Number of A/C attacking 0
 3. Name of L.R. target None Number of A/C attacking 0
 4. Target of opportunity None Number of A/C attacking 0
 5. Units participating 367-368-369-473-
 6. Number of A/C taking off 18-
 7. Number of A/C returning early 2-
 8. Number of A/C lost or missing so far as known 1-
 9. Results of bombing: good fair poor nil
 10. Number of casualties: killed 0; wounded 2; missing Crew missing
 11. Enemy air opposition: considerable moderate slight nil
 12. Flak: intense moderate slight nil
 13. Observed fighter support: Excellent
-
14. Weather as it affected the mission: Clear-
-
15. Flash observations of outstanding importance
- Bombs hit Transshipment Shed - Saw flame + smoke over target 2000 feet high - "Screamed target"
Not much activity in Marshalling yards
- Telephoned to Lt Ray by Barrie Jethers
- Timed 618; Date 8-3-43-

030343

4. NORMAL

5. A. SEC HELI ME/OF

B. VHF CHANNEL '10' BOMBER TO FIGHTER- ENROUTE TO TARGET.

CHANNEL '10' BOMBER TO FIGHTER- RETURN FROM TARGET.

C. COMMAND 5010 DCS. BOMBER TO BOMBER.

D. '10' BEAMS IN OPERATION FROM ETA TARGET.

QTE '10' - 150 DEGS.

E. SPLASHER BEACONS NO.12 AND NO.13 IN OPERATION FROM ZERO MINUS 60 MIN TO ZERO PLUS 60 MIN. SPLASHER BEACON NO.11 ON FROM ZERO PLUS 50 MIN.

- F. CALL SIGNS: 305 SCROUNGER ONE.
- 303 SCROUNGER TWO.
- 306 SCROUNGER THREE.
- 91 SCROUNGER FOUR
- FIGHTERS BOOKSHOP
- GROUND SECTOR CONTROL. BASTO

G. IF ABANDONING MISSION USE PHONETIC ALPHABET OF BOMBER CODE IN EFFECT TRANSMITTED ON 5010 KCS. SPARE GROUP NO.50 BOMBER CODE WILL BE USED BY 1ST WING AIRCRAFT GROUND STATION IN FIRST GROUP OF MESSAGE AS AUTHENTICATION CODE. CHECK ALL 1ST WING MESSAGES FOR THIS GROUP.

H. GROUP IDENTIFICATION SIGNALS.

- 305 RED- YELLOW
- 303 YELLOW
- 306 RED - GREEN
- 91 GREEN

==COMBOWIC ONE==

HOLD+

CC IN A. OF 3. INSERT ==CLOSE AS== BEFORE POSSIBLE WITHOUT EXCESSIVE EXCESSIVE WEAVING.

CC IN C. OF 5. VA 5010..KCS NOT DCS. AS SENT

D LANG VA+

NOL K WITH R THH K WITH R

GPH R....2248/7 CALL VA+

FRAND BY FOR WING B/CAST NARA, Date 5/25/89

PAS-MOL-CLV-THU-RA PNT-USE VIA GPII NR 25 072215/A SEND IN CLEAR

URGENT CONFIDENTIAL 18X R149F 7/43 AUTH. A-3

FIELD ORDER NO.110

080343

1. A. 4 SCS. OF SPIT V'S CLOSE SUPPORT FROM 49 DEGS 00 MIN N-03 DEGS 00 MIN W TO BINAN AREA. 8 SCS. SPIT IX'S MITHORAVAI SUPPORT FROM ST.10 TO ENGLISH COAST.

B. 2ND WING DIVERSION ON Z-435 LEAVING BEACHY HEAD AT ZERO HOUR.

2. ~~IF~~ TARGET:

PRIMARY: Z-420A AIMING POINT 572264679/4

SECONDARY: Z-177

LAST RESORT: NONE

3. A. 102 CW WILL LEAD 101 CW WITH ALL AVAILABLE A/C. 102 CW PROCEED TO SPLASHER BEACON NO.12 NEAR ANDOVER AT 20,000 FT. AT ZERO MINUS TWENTY THREE MIN. TO SPLASHER BEACON NO.13 AT 10 MILES E. OF YEOVIL AT ZERO MINUS NINETY NINE MIN. 101 CW TO JOIN 102 CW ON THE WING ASSEMBLY LINE BETWEEN SPLASHER NO.12 AND SPLASHER NO.13 AT 22,000 FT. COMBAT WINGS TO FLY IN COLUMN AND AS POSSIBLE WITHOUT EXCESSIVE HEAVING.

B. ROUTE OUT: DEPART PORTLAND AT ZERO HOUR TO 49 DEGS 00 MIN N.-03 DEG 00 MIN. W. TO MERRIGNAC, TO I.P. AT MORBACLES, TO TARGET.

C. AXIS OF ATTACK: GENERALLY 80 DEG OR AS DETERMINED BY LEAD GROUP. LEAD GROUP TO FIRE A RED FLARE TO DESIGNATE THE I.P.

D. RALLY: TURN LEFT AFTER BOMBING AND RALLY ON LINE TARGET TO ST.10. LEAD GROUP TO MAKE S TURNS UNTIL FIRST WING HAS REFORMED INTO DEFENSIVE FORMATION.

E. ROUTE BACK: TARGET TO FIGHTER RENDEZVOUS AT ST.10, TO SELSEY BILL TO BASE. MAINTAIN BOMBING ALTITUDE UNTIL HALF WAY ACROSS THE YX CHANNEL DUE TO OPERATIONAL CHARACTERISTICS OF FIGHTER SUPPORT.

F. BOMBING LXX ALTITUDE: 102 CW 20,000 FT.
101 CW 22,000 FT.

G. BOMBING LOAD: ALL A/C 10 X 500 LB. GP 1/10 SEC NOSE 1/40 SEC TAIL.

X. 1. ZERO HOUR: 1330 BST 8 MARCH 43.

2. ALL ALTIMETERS WILL BE SET ON 29.92.

3. CRUISE 165 IAS TO TARGET AND 155 IAS FROM TARGET TO MID-CHANNEL ON ROUTE BACK AND DESCEND AT 170 IAS.

4. TIME SCHEDULE TO FOLLOW AT 0900 BST 8 MARCH 43.

Group 306

Date 3/8/43

Squadron 369

Place where attacked Near St. Brieuc

A/C No. 729

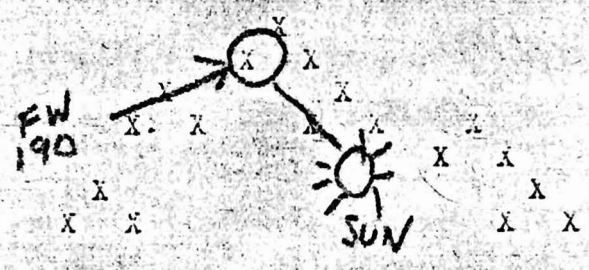
Time 1420 Height 22,000

3. Story of the attack-- FW190 attacked from 3 o'clock from below. Sgt. Adams fired 3 bursts at E/A from engine to tail, in consequence of which E/A's cockpit exploded. Then the engine caught on fire. E/A went down in a straight dive, out of control and in intense flames.

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

Diagram of attack:

DESTROYED
A-2
B.W.
Sgt



On Diagram, show

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

Data on Combat

- a. our heading 110
- b. visibility good
- c. type of E/A FW190
- d. level of attack;
 - From high above _____
 - level _____
 - below XIV
 - very low _____

4. Our Gun Positions Firing on E/A.

(check One)

Name S/Sgt. Robert G. Adams

Position Left Waist Gunner

5. If E/A was shot Down or Damaged:

Corroborated by S/Sgt. Peter Nolasco
Position in A/C Ball Turret Gunner

Other A/C firing at the same time? _____

6. Comments of the interrogator: This claim seems to be legitimate as a certain destroyed

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

Jeremiah F. O'Sullivan Captain A.A.F.

DECLASSIFIED
E.O. 11652, Sec. 24E and 51D or (E)
BY 30 WARS, Date 3-28-77

Group 306

Date 3/8/43

Squadron 423

Place where attacked North-East of Rennes

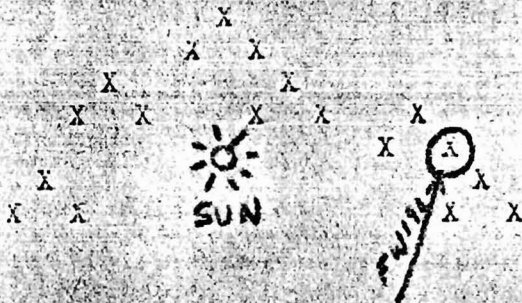
W/C No. 122

Time About 1430 Height 22,000 Feet

Story of the attack-- Just after bombing target and making turn, a FW 190 made a tail attack on this plane. Every one in the squadron opened fire on this E/A. Bullets coming from several directions were seen to hit him and when he was about 400 yards he blew up and disintegrated in the air.

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

Diagram of attack:



On Diagram, show

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

Data on Combat

- a. our heading ?
- b. visibility Good
- c. type of E/A FW 190
- d. level of attack;
 - From high above yyy level
 - below
 - very low

Our Gun Positions Firing on E/A.

(check One) level below very low

Names Sgt Gibson, Sgt Rogers, Other Planes

Positions Tail, Top Turret

If E/A was Shot Down or Damaged:

Corroborated by _____
Position in A/C _____

Other A/C firing at the same time? _____

Comments of the interrogator: _____

If formation was very different from standard, show on back of sheet. Time _____ Interrogator P.C. Baldwin

Capt. A.C.

DESTROYED
A-2
S.W.
OK

DECLASSIFIED
E.O. 11652, Sec. 31E) and 501 or (B)
245001
16 MAR 50 328

Cup 305

Date 3/3/43

Squadron 423

Place where attacked Near Barnes

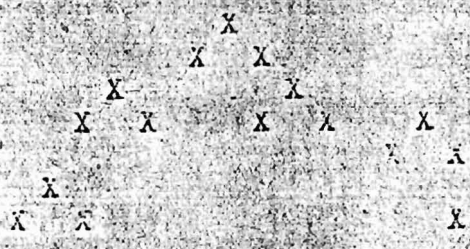
A/C No. 171

Time 1435 Height 23,000

Story of the attack-- E/A came in from 4 o'clock and high. at 600 yards I started firing. at 400 yards he broke into flames, did a loop and went straight down. I saw him hit the ground.

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

Diagram of attack:



On Diagram, show

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

Data on Combat

- a. our heading 30 degrees
- b. visibility Good
- c. type of E/A 170
- d. level of attack, From high above level
- below
- very low

Our Gun Positions Firing on E/A.

(check One)

Names T/Sgt. W.A. McGregor

Positions Top Turret

If E/A was Shot Down or Damaged:

Corroborated by S/Sgt F.S. Yost
Position in A/C Left Waist

Other A/C firing at the same time? _____

Comments of the interrogator: _____

If formation was very different from standard, show on back of sheet. Time _____ Interrogator S.J. Owen Lt. A.C.

DESTROYED
A-2
J.B.W.
[Signature]

DECLASSIFIED
E.O. 11652, Sec. 316 and 507 or (b)
745005
BY 30 NARS DATE 3-28-77