

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

(U-A-b)

APO 557
9 November, 1944

SUBJECT: Intelligence Narrative
Mission: Metz Area

TO : Commanding Officer, 306th Bombardment Group (H), APO 557

1. Narrative

306th flew 33 plus 2 PFF plus 1 Gee H as 40th "C". Route over enemy territory was as briefed. Dover, 0901 hours; French Coast 5058N-0155E at 0905; 4911N-0500E, I.P., 0946; Target, 0955h; approximately 15 miles south of course, due to weather, on way out over France; French Coast 5012N-0131E at 1225 hours; Beachy Head 1255; Base 1352.

Buckeye Red reported that bombing would probably have to be done by instrument.

Three PFF a/c worked satisfactorily and were used as navigational aids.

Gee H equipment worked well, and operator reports that release coordinate was increasing at time of bombs away, as briefed. DR navigator reports that course was good, city of Metz being clearly visible.

2. Fighter Opposition and Fighter Support

No enemy opposition encountered. P-51's and a few P-47's gave good support in target area and for a short time after target.

3. A.A. Gun Fire

None

4. Bombing

Bombing was by Gee H technique through 8/10 cloud and haze with no visual correction possible. Gee H operator feels that equipment worked satisfactorily. Shadows from clouds obscure open spots in pictures. No strikes visible.

SCS-51 worked very well for all a/c which had U crystals. These a/c all report a definite line of demarcation. As soon as needle kicked over, leaders fired briefed flares and received response from most a/c.

Lines of friendly flak were not observed by most crews due to patches of cloud above flak altitude. However, some crews report being able to see it through breaks in clouds, especially on way back from target.

5. Leaflets

A/c 578-D, pilot Conlin, dropped 5 M66 and 5 T201 on Gee H primary.

6. Weather

Cloud cover over continent 7 to 10/10 with tops from 15,000 to 20,000 feet. Broken in target area, but cloud and cloud shadows on target area made visual sighting impossible. Light, non-persistent contrails above 18,000 feet.

7. A/C Returning Early

None

8. A/C in Distress

None.

9. Observations

None.

JOHN A. BAINSFATHER,
Major, Air Corps,
Group S-2.

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By RLB/BAC
Date 1/8/94
MARA
VE ORDER 12356, Section 3.3, 74
MARA Date 1/8/94

5005

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MARA Date 1/8/91

40th "C" LEAD



Evans McKinney 8110 GH-ship

Formation 7-11-44

Good rate
Course on line
to ex

300 dropped on increasing
no flak

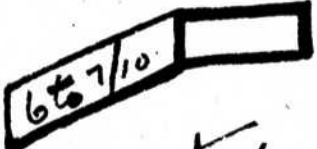
- ✓ Smith 438-U
- ✓ Woellner * 323-M
- ✓ Denny 658-S PF
- ✓ Sutherland * 547-F
- ✓ Martin, J E * 474-V
- ✓ Claeys 711-D
- ✓ Eros 466-Q
- ✓ Townsend 133-W
- ✓ Pedersen 063-R

True three 24's on line
band run
12,000

- ✓ Coyne 384-L
- ✓ Bruton 512-A

OK
51-9 and returns

flak was probably in clouds
people below saw it



cloud shadows

Saw one line of flak east of line
coming back
yellow and blue
Saw Nasty

LOW
75 miles in 200

Saw flak when in and out

Wood * 397-O

Dropped on neck

coming out
Saw one line

- ✓ Reilous 963-P
- ✓ Nahabedian 418-J
- ✓ Wilke 019-T
- ✓ Breed 715-V
- ✓ Roth * 674-B
- ✓ Stewart 616-X
- ✓ Smythe 467-Z
- ✓ Hatch 412-T
- ✓ Davis, J L 099-S
- ✓ Morgan * 153-G
- ✓ Toner 598-Q

1 MIN late

3 MIN late

No flak damage

clouds in between
woods in below

HIGH:

Schneider 124-W PFF on lead

- ✓ Carrazzone 185-J
- ✓ Murphy 301-U
- ✓ Doman 297-N
- ✓ Garton 515-O
- ✓ Rozett * 600-G
- ✓ Trask 196-O
- ✓ Birdwell 896-X
- ✓ Davis, W J 683-Q
- ✓ Conlin 578-D (Nickels)
- ✓ Denton * 619-S
- ✓ Bennett 362-K

9 November, 1944.
 Primary Target - Metz, France.
 Primary Target Bombed - Metz, France.
 Blackie Planned

Red - Actual
 Route Followed By - 306th Bomb Gp. (H) - 40th "C" Lead



HEIGHTS IN FEET

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 5005
 By RLB/BAC NARA Date 1/8/94

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 110 Letter _____ Date 9-11-44

Bomb Load 2 x 1000 G.P. H.L. Incend. Position in Formation

Time Took Off 0629 Time Landed _____

X	X	X	X	X	40 C
X	X	X	X	X	Lead
X	X	X	X	X	
X	X	X	X	X	

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

*1 or 2 Podington etc bombed with this group
 etc. T + V*

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 1st Lt. P. B. Evans Pilot
- Capt. J. A. McKinney Co-rt
- 2nd Lt. O. J. Trude Nav. ###
- 2nd Lt. R. E. Bordner Bomb
- T/Sgt. J. H. Bennett Radi
- T/Sgt. Donald G. Smith Top
- S/Sgt. E. L. Crawford Waist
- W. J. F. LESSMAN (3795 Grad) G.H.
- 1st Lt. L. F. Peters, Jr. RN
- S/Sgt. F. J. Brower Tail

2. TARGET ATTACKED:

Primary Time: 0955 1/2
 Alternate Height: 23,900
 Last Resort Heading: 079°
 (circle)
 Duration Bomb Run:
to 089°

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

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

Shot flames when SCS-51 kicked over, some few etc observed
 Own Bombs: *Release coordinate was increasing when this etc bombed*
 Other Bombs: *SCS 51 worked OK. - navigator says course was good.*
 Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

Heard Bushy Red report to someone else would need instrument run, but was never able to contact him.

8. WEATHER: (If it affected mission) Clouds at 23,000 in target area. 1.p. to target non-parallel contacts

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of
------	-------	---------------	--	----------

No friendly flak observed
Scattered observed.
 Crew observations about Flak: _____

AIRCRAFT COMBAT MISSION REPORT

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, i 5005
 By *RLB/AC* NARA Date *1/8/91*

9 November, 1944

(DATE)

SQDN.	Call Letter	SERIAL NO.	FLAK	20MM	.303	50CAL FIRE	50CAL SHELL CASES	DAYS EST IN-OP
367th	F	42-102547	0					
"	A	42-107085	0					
"	V	42-97158	0					
"	V	43-37715	0					
"	B	42-52099	0					
"	T	43-38412	0					
"	D	44-6515	0					
"	D	42-102578	0					
"	V	44-6585	0					
(PTF) 368th	B	42-97659	0					
"	M	42-97523	0					
"	G	44-6466	0					
"	Z	43-37638	0					
"	L	43-38584	0					
"	D	43-38711	0					
"	V	42-31474	0					
"	U	43-38458	0					

TOTAL DAMAGED 0 SEVERE 0 SLIGHT 0 FLAK 0 20MM 0 .303 0 50Cal Fire 0 50Cal Shell Cases 0
 MISSING 0 ABORTIONS 0

Desjardes

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By RLB/JAC MABA Date 1/8/91

92nd - (2)
32 ✓ - Buckeye - Red w/ken
Cloud carri
A
305 - 3 (on led rest) GH outfitter

Lutke 3rd
351 - 3 outstanding?
Saarbruchen
6/11/91

Se. 51 - or
Present file - not too good
3/6/91
Com/Room

2nd
3rd

[Faint, mostly illegible text and markings, possibly bleed-through or very light stamps]

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ ~~###~~ A/C Number 658 Letter PFF Date 9-11-44

Bomb Load 8 x 1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

40 c
Lead.

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

1st Lt. R. R. Denny Pil.

2nd Lt. H. R. McGahan Co-1

2nd Lt. J. M. Pavin Nav

1st Lt. R. H. Thayer, Jr. Bomb

T/Sgt. C. N. Foster Rec.

2. TARGET ATTACKED:

Primary Time: 08 09 55 1/2

T/Sgt. J. C. Moody Top

Alternate Height: 24,000

S/Sgt. D. F. Riley Ball

Last Resort Heading: 082
(circle)

S/Sgt. R. E. Mansfield R/W

Duration Bomb Run:

1st Lt. F. K. Lucas RN ###

T/Sgt. H. A. Polderman Tail

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

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

Own Bombs:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

Other bombing:

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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None seen

Crew observations about Flak:

2-3 bursts - fairly
SSS1 worked etc.

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By RLB/JAC MARA Date 1/8/91

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 By RLB/BAC
 NARA Date 1/8/91

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 323 Letter M Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed _____

		X	X	X	X	
	X	(X)	X	X	X	40 c.
	X	X	X	X	X	Level
	X	X	X	X	X	

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

CREW: Give Name and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 1st Lt. E. D. Woellner ✓ Pile
- 2nd Lt. R. E. Laden ✓ Co-1
- F/O W. F. Rodgers ✓ Nav.
- T/Sgt. F. L. Arnold Bomb
- S/Sgt. G. A. Korf ✓ Radi
- S/Sgt. C. E. Gibbs ✓ Top
- S/Sgt. L. A. Brown ✓ Ball
- S/Sgt. J. W. Inman ✓ R/W
- _____ L/
- S/Sgt. R. J. Condrey ✓ Tail

2. TARGET ATTACHED:

Primary Time:
 alternate Height:
 Last Resort Heading:
 (circle)
 Duration Bomb Run:

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

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

Own Bombs:

Other bombing:

Dropped all 8 in channel

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No? *Bomb bay doors did not open*

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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no flak

Crew observations about Flak:

never saw friendly flak on way it was brief

miss formation going. Left about 20 mins after target time. Crew talk done with bombs could not have kept formation with available fuel 5/10ths of target. Rest of route not worse than 8/10ths roughly

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 466 Letter _____ Date 9-11-44

Bomb Load 8 x 1000 H.L. ##### Position in Formation

Time Took Off 0629 Time Landed 1310

	X	X	X	X	X	400
X	X	(X)	X	X	X	Lead
X	X	X	X	X	X	

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. K. N. Eros Pilot
- 2nd Lt. A. J. Maenner Co-1
- 2nd Lt. I. B. Holden Nav
- 2nd Lt. B. R. Schwartz Bomb
- T/Sgt. R. A. Ozee Rad.
- T/Sgt. S. (NMI) Disko Top
- S/Sgt. R. F. Tennant Ball
- S/Sgt. P. (NMI) Brunetti R/W
- _____ L/W
- S/Sgt. R. V. Swindle Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 23,800.
 Last Resort Heading: 093°M.
 Duration Bomb Run: _____

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

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

Own Bombs: _____ *Saw no yellow or blue.*
 Other bombing: Didn't see flat, clouds. Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

Chaff ok

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

as br.

8. WEATHER: (If it affected mission) 810-19,000' No-Per. cont.

9. FLAK: Encountered on way out, at target and on way home.

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

Crew observations about Flak: _____

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 BY RLB/JAC NARA Date 1/8/99

INTERROGATION FORM

5

SQUADRON ### 368 A/C Number 512 Letter A Date 9-11-44

Bomb Load 6x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1410

	X	X	X	X	400
X	X	X	X	X	
X	X	X	X	X	Lead
X	X	X	X	X	

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

2nd Lt. M. J. Bruton Pilot

2nd Lt. S. M. Owens Co.

2nd Lt. C. O. Holt Nav

S/Sgt. R. G. Atwood Bomb

T/Sgt. A. W. Chominski Radio

T/Sgt. E. L. Findley Top

S/Sgt. K. J. Thompson Bomb

S/Sgt. J. J. Fredericks Tail

S/Sgt. L. F. Pesterfield Waist

2. TARGET ATTACHED:

Primary Time: 0956

Alternate Height: 23,800

Last Resort Heading: 085° M

Duration Bomb Run:

3. Number of BOMBS dropped tail Jettisoned: Returned: Abortive:

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

Own Bombs:

Other bombing:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
as is.

8. WEATHER: (If it affected mission) - non-Pers. con tail

9. FLAK: Encountered on way out, at target and on way home. over channel

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

Crew observations about Flak:

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 BY ALB/ATC NARA Date 1/19/11

INTERROGATION Form

7

SQUADRON 367 ~~#####~~ A/C Number 547 Letter _____ Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation

Time Took Off 0629 Time Landed _____

		X	X	X	X	X	<u>40 C</u>
	X	X	X	X	X	X	
1. HOT NEWS to be phoned in? Yes No	X	X	X	X	X	X	<u>Lead</u>
Details:	X	X			X	X	

CREW: Give rank and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

<u>2nd Lt. E. B. Sutherland</u>	Pilot
<u>2nd Lt. J. K. Field</u>	Co-1
<u>2nd Lt. R. B. Allen</u>	Nav
<u>2nd Lt. J. D. Snoddy</u>	Bomb
<u>T/Sgt. M. K. Geving</u>	Rear
<u>T/Sgt. G. M. Maddock</u>	Top
<u>S/Sgt. N. Morrow</u>	Bail
<u>S/Sgt. G. A. Vicknair</u>	R/W
_____	L/W
<u>S/Sgt. J. P. Fisher</u>	Tail

2. TARGET ATTACHED:

Primary Time: 0955-1/2 hr

alternate Height: 23,800

Last Resort Heading: 84° mag

(circle)

Duration Bomb Run: _____

<u>T/Sgt. G. M. Maddock</u>	Top
<u>S/Sgt. N. Morrow</u>	Bail
<u>S/Sgt. G. A. Vicknair</u>	R/W
_____	L/W
<u>S/Sgt. J. P. Fisher</u>	Tail

3. Number of BOMBS dropped (on target): all Jettisoned: _____ Returned: _____ Abortive: _____

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

Own Bombs:

Any Nickels: Yes _____ No _____

Number bombs dropped _____

Number Bombs returned _____

Other bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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None seen

Crew observations about Flak: _____

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 063 Letter A Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1420

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X			X	X

40
Sea

1. HOT NEWS to be phoned in? Yes No

Details:

no news to be phoned in

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 1st
2nd Lt. I. B. Pedersen Pil.
- 2nd Lt. G. W. Clark Co-1
- F/O N. Stzand Nav.
- T/Sgt. J. P. Groymko Bomb
- T/Sgt. E. W. Duncan Radi
- T/Sgt. C. R. Belforte Top
- S/Sgt. W. H. Sanders Ball
- S/Sgt. C. L. Meyers R/W
- L/W
- S/Sgt. R. E. Story Tail

2. TARGET ATTACKED:

Primary Time: 0958
 Alternate Height: 24060
 Last Resort Heading: 80
 (circle)
 Duration Bomb Run:
etc for 3 minutes

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

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

Own Bombs:

misses
Other Bombing:

Any Nickels: 20 Yes No
Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

nil

Crew observations about Flak:

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INTERROGATION FORM

SQUADRON 367 ~~#####~~ #8 A/C Number 133 Letter _____ Date 9-11-44

Bomb Load 8 x 1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1315

			X		
X	X	X	X	X	
X	X	X	X	X	
X	X			X	X

400
Lead

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

NONE

2nd Lt. R. E. Townsend Pilot

2nd Lt. H. L. Christensen Co-1

1st Lt. R. A. Strong Nav.

T/Sgt. J. Coleman Bomb

T/Sgt. J. L. Stachowiak Rec.

T/Sgt. C. J. Gorman Top

S/Sgt. M. A. Lanham Ball

Sgt. S. P. DeZolt R/W

_____ L/W

Sgt. J. L. Dunn Tail

2. TARGET ATTACKED:

P.F.F.

Primary

Time: 0958

Alternate

Height: 20,000

Last Resort
(circle)

Heading: 100°

Duration Bomb Run:

Sgt. J. L. Dunn

[ALL]

3. Number of BOMBS (dropped on target): Jettisoned: Returned: Abortive:

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

Bombed on smoke bombs. Bombs struck
in ~~near~~ vicinity of
others.

Any Nickels: Yes No

Number bombs dropped _____

Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

Route O.K. to target. Lost engine over target area so pulled out of formation and came home alone.

8. WEATHER: (If it affected mission)

7/10 broken strato-cumulus.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
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NONE

Crew observations about Flak:

NONE

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NARA

Date 1/18/11

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 By RLB/BAC
 NARA Date 1/18/11

10. ENEMY FIGHTER OPPOSITION:

(Estimate total number of E/A seen) _____ (types) _____

(Location and length of fight) _____

(Tactics of E/A) _____

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

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out <u>immediately</u> separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

Didn't see much. Few F-51's.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (Identify any observations of military importance such as balloons, decoys, quoniam, camouflage, smoke screens, and signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLAC and TIME.)

15. DAMAGE TO A/C: (Briefly)

NONE
NONE

16. TECHNICAL FAILURES: # 4 engine malfunction.

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

Turned too quick at IP. and ran into some B-24's

S-2 OFFICER W. C. Van Vorst TIME COMPLETED 1345
Capt. A.C.

INTERROGATION FORM

10

SQUADRON ~~368~~ 368 A/C Number 438 Letter U Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

	X				
(X)	X	X	X	X	X
X	X	X	X	X	X
X	X			X	X

40 c
Lead

Time Took Off 0629 Time Landed _____

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

- CREW: Give name and Initials
- 1st Lt. C. W. Smith Pilot
 - 1st Lt. M. P. Brown Co-Pr
 - 1st Lt. C. F. Donahue Nav.
 - 1st Lt. J. E. Brian Bomb
 - T/Sgt. S. (NMI) Shweky Radi
 - Sgt. J. P. Paul Top
 - S/Sgt. T. E. Stillson Ball
 - S/Sgt. R. W. Marble R/W
 - _____ L/W
 - S/Sgt. R. E. Ficklin Tail

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2. TARGET ATTACHED:

Primary Time: 0955
 Alternate Height: 23700
 Last Resort Heading: 87°
 (circle)
 Duration Bomb Run: _____

3. Number of BOMBS dropped on targets: 1 Detonated: _____ Returned: _____ Abortive: _____

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

Own Bombs: Results not observed
 Other bombing: But bombs in target area
 5. any PHOTOGRAPHS taken? Yes? No?
 Any Nickels: _____ Yes _____ No _____
 Number bombs dropped _____
 Number Bombs returned _____
Seemed to make big correction 1 minute before bombs away

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)
with formation up to about 50 minutes after bombing. Home alone.

8. WEATHER: (If it affected mission) Had a frost bite case. Left with formation

9. FLAK: Encountered on way out, at target and on way home.

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

No flak

Crew observations about Flak: Somebody observed some flak at Seabrook. Not on us.

"Did not see friendly flak"

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RIB/BAC MABA Date 1/8/91 5005

INTERROGATION FORM

SQUADRON ~~###~~ 368 ~~###~~ A/C Number 711 Letter Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~

Position in Formation

Time Took Off 0629 Time Landed

	X	X	X	X	40 C
X	(X)	X	X	X	Lead
X	X	X	X	X	
X	X		X	X	

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2nd Lt. R. H. Claeys Pilot

1st Lt. R. L. Edwards Co-
Pilot

2nd Lt. F. M. Seiford Nav

2nd Lt. E. F. Miller Bomb

T/Sgt. T. C. Girardot Radio

T/Sgt. M. C. Morley Top

S/Sgt. R. A. Russo Bomb

S/Sgt. P. D. Swope R/W

 L/W

S/Sgt. R. L. Johnson Tail

2. TARGET ATTACHED:

Primary Time: 0955
 Alternate Height: 2830
 Last Resort Heading: 078° mag
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

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

Own Bombs:

Saw one hit, but couldn't identify

Other bombing:

Any Nickels: Yes No
 Number bombs dropped
 Number Bombs returned

5. Any PHOTOGRAPHS taken? Yes? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

with formation -

8. WEATHER: (If it affected mission)

7/16ths undercast as a whole but probably possible on return - 7-10,000 top

9. FLAK: Encountered on way out, at target and on way home.

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

No flak. But saw Saabunka flak.

Crew observations about Flak:

Saw some friendly flak (just a few (2) bursts) - know that was

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5005

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 By RIB/JAC Date 1/8/91 MABA Date 1/8/91

INTERROGATION FORM

12

SQUADRON 368 A/C Number 474 Letter v Date 9-11-44

Bomb Load 8 x 1000 H.B. #####

Position in Formation
 X X X X X 40 C

Time Took Off 0629 Time Landed 1X30

X X X X X Lead.
 X X X X X
 X X X X X

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. J. E. Martin Pilot
- 2nd Lt. W. C. Holder Co-p
- 2nd Lt. J. M. Wilf Nav.
- F/O R. C. Urich Bomb
- S/Sgt. K. W. Kraus Radi
- S/Sgt. R. E. Harrington Top
- S/Sgt. L. B. Davisson Ball
- Sgt. T. L. Bare R/V
- S/Sgt. J. A. Lawrenz Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 24,000
 Last Resort Heading: 075° M
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: All Jettisoned: Returned: Abortive:

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

Own Bombs: Clear area seen no woods seen.

Other Bombing: Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

Contrails between 18 to 20,000 ft. Persistent between these altitudes

Crew observations about flak: _____

INTERROGATION FORM

14

SQUADRON ~~#####B~~ 423 A/C Number 019 Lett T Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

40'0
Low

Time Took Off 0629 Time Landed 1415

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes (No) Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

NONE

2nd Lt. L. A. Wilke	Pil.
2nd Lt. H. (NMI) Quint, Jr.	Cop
2nd Lt. E. P. Shapland, Jr.	Nav.
2nd Lt. C. F. Kimball	Bomb
T/Sgt. R. K. Reis	Radi
T/Sgt. W. R. Farrell	Top
S/Sgt. W. E. Dehoff	Bail
S/Sgt. W. J. Boyle	R/W
	L/W
S/Sgt. G. W. Pashon	Tail

2. TARGET ATTACHED:

P.R.F.

Primary Time: 0955¹
 Alternate Height: 22,500
 Last Resort Heading: 77°
 (circle)
 Duration Bomb Run: ✓

	Top
	Bail
	R/W
	L/W
	Tail

3. Number of BOMBS dropped on target: ALL Jettisoned: Returned: Abortive:

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

Own Bombs:

NONE

Any Nickels: Yes (No)
 Number bombs dropped _____
 Number Bombs returned _____

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As briefed

8. WEATHER: (If it affected mission) 8/10 over target.

9. FLAK: Encountered on way out, at target and on way home.

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

NONE

Crew observations about Flak:

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 BY RIB/BAC
 MAA Date 1/18/91
 5005

INTERROGATION Form:

SQUADRON ##### 423 A/C Number 418 Lett. J Date 9-11-44 15

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1400

	X	X	X	X	
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

400
Low.

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. A. J. Nahabedian Pilot
- 2nd Lt. S. J. Magusiak Co-1
- 2nd Lt. T. W. Lee Nav
- 1st Lt. S. C. Jordan Bomb
- T/Sgt. R. A. Hill Radio
- T/Sgt. W. H. Butschek Top
- S/Sgt. P. H. Wehant Ball
- S/Sgt. E. (NMI) Richardson R/W
- S/Sgt. W. H. Lynch, Jr. Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 24,000
 Last Resort Heading: 080°M
 (circle)
 Duration Bomb Run → 140°M after 4 min.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:
A/C

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

Run up and camera

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

With group

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.
Good on way out Cloud tops at 15,000 ft

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

Crew observations about Flak:

INTERROGATION FORM

Squadron ~~#####~~ 423 A/C Number 467 Letter Z Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~ Position in Formation 400

Time Took Off 0629 Time Landed 1357

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

1. HGT NEWS to be phoned in? Yes No
Details:

nil.

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. C. P. Smythe Pilot
- Capt. N. G. Kirby Co-1
- 2nd Lt. D. O. Howe Nav.
- 2nd Lt. C. R. Dimter Bomb
- T/Sgt. H. C. West Radi
- T/Sgt. J. J. Cathey Top
- S/Sgt. G. B. Franklin Ball
- S/Sgt. T. E. Kimsey R/W
- S/Sgt. W. W. Priemann Tail

2. TARGET ATTACHED:

Primary Time: 0956
 Alternate Height: 23600
 East Resort Heading: 076
 (circle)
 Duration Bomb Run: for 3 minutes
To 90 to 150

3. Number of BOMBS dropped on target: Circle Detonated: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: in ball turret

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

obs flak on group behind - at target

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,
 By RIB/BAC NARA Date 1/8/91

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 By RLB/BAC MABA Date 1/8/91

INTERROGATION FORM

17

Squadron ~~#####~~ 423 A/C Number 598 Lett. Q Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~#####~~

Position in Formation

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	(X)	X	X
X	X			X	X

40° C
Low

1. HOT NEWS to be phoned in? Yes (No) Details:

- CREW: Give Rank and Initials # 3 eng. out
5 min before bombs away
I dropped back & bombed with 24
- 2nd Lt. C. R. Toner File Sp.
 - 2nd Lt. J. C. Ruegger Co-1 came out with
 - 2nd Lt. V. L. Triggs Nav orig.
 - 2nd Lt. L. F. Finnell Bomb fruit
 - T/Sgt. O. E. Hobbs Rm.
 - T/Sgt. J. A. Hicklin Top
 - S/Sgt. L. E. McCormick Ball
 - S/Sgt. W. J. McGonigle R/V
 - S/Sgt. J. C. Kieffer Tail

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

2. TARGET ATTACHED:

49° 02' N 06 18 E
 Primary Time: 0956 1/2
 Alternate Height: 22500
 Last Resort Heading: 093° M
 (circle)
 Duration Bomb Run:

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

No
check
own bombs:
2 interceptors
if I didn't know
when to drop

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

ALL

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

cut 6 mi. S. of course.

8. WEATHER: (If it affected mission) - 18,000' - 1200 - Pers. cum - ls.

9. FLAK: Encountered on way out, at target and on way home.

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

Crew observations about Flak: _____

10. ENEMY FIGHTER COMPOSITION:

(Estimated total number of E/A seen) _____ (types) _____

(Location and length of fight) _____

(Tactics of E/A) _____

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

C L A I M S	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FLIGHT REPORT P-51 - (and out of)

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any observations of military importance such as balloons, decoys, airdrops, smoke screens, and signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations)

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A Action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, TIME and PLACE.)

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: # 3 engine failure.

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

S-2 CREW: B. Ashauer TIME CAPTURED 1450

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3.
 BY RLB/BAC MABA Date 1/8/91
 745005

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,
 By ALB/JAC NARA Date 1/8/91

5005

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 397 Letter 0 Date 9-11-44
 Bomb Load 8 x 1000 H.L. ~~#####~~ Position in Formation 40 C
 Time Took Off 0629 Time Landed 1415
 1. REMARKS to be phoned in: Yes No
 Details:

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

Jou

nil.

CREW: Give name and initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 1st Lt. W. W. Wood ✓ Pilot
- 2nd Lt. W. A. MacDonald ✓ Co-.
- 1st Lt. C. C. Olenik ✓ Nav
- 1st Lt. H. H. Baker Boat
- T/Sgt. J. L. Garrett ✓ Bomb
- T/Sgt. E. C. Hovey ✓ Top
- S/Sgt. J. M. Neely ✓ Ball
- S/Sgt. C. R. Wolfhove ✓ R/W
- S/Sgt. D. G. Bloedel ✓ Tail

2. TARGET ATTACHED:

Primary Time: 0956
 Alternate Height: 23500
 Last Resort Heading: 70
 Duration Bomb Run: str. for 5 minutes

- T/Sgt. E. C. Hovey ✓ Top
- S/Sgt. J. M. Neely ✓ Ball
- S/Sgt. C. R. Wolfhove ✓ R/W
- S/Sgt. D. G. Bloedel ✓ Tail

3. Number of BOMBS dropped (on target): all Detonated: Returned: Abortive:

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

Own Bombs: unobs.

Any Nickels: No Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) 4/6/44 but shadow & haze strong.

9. FLAK: Encountered on way out, at target and on way home.

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

nil.

Crew observations about Flak: _____

400 Low
Wood.

ADDITIONAL INTERROGATION FORM FOR GROUP AND COMBAT LEAD AIRCRAFT

(check one)
GROUP LEADER Low
HIGH SQUADRON LEADER _____
LOW SQUADRON LEADER _____
PLANE WITH OTHER GROUP _____
(Indicate Group and Group Identification)
SINGLE AIRCRAFT _____

745005
DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3.
By RLB/JHC
NARA Date 1/8/91

1. Time and Place of crossing English Coast Dover - 0902
Beachy Head - 1255

2. Was Course as Briefed? _____
If not, describe course in detail _____

3. Time and Place of crossing Enemy Coast 5055N 0142E - 0906 hrs.
5021N 0130E - 1225 hrs.

4. Time over Target _____ as briefed to target.
Altitude over Target _____ 15 miles S of course
Position of Group on Bomb Run _____ out.
Magnetic Heading of Bomb Run _____ I.P. 0945 (4902N 0500E)
Duration Bomb Run _____

5. Time of Landing at Base 1715
If landed away from base before return state where and why _____

DATE _____ TIME _____ SGT OFFICER Wentha

Squadron ##### 423 A/C Number 153 Letter G Date 9-11-44

Bomb Load (3 x 1000) H.E. #####

Position in Formation

Time Took Off 0629 Time Landed / 355

	X	X	X	X	
X	X	X	X	X	
X	X	(X)	X	X	
X	X		X	X	

40 C
Low

1. BOMBERS to be phoned in? Yes No
Details:

CREW: Give name and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2nd Lt. W. H. Morgan - Pilot

2nd Lt. W. M. Stetler - Co-1

2nd Lt. R. C. Cheney - Nav.

2nd Lt. N. E. Outcalt - Bomb

S/Sgt. E. W. Courtright - Radio

S/Sgt. N. W. DeSeve - Top

S/Sgt. E. L. Bishop - Ball

S/Sgt. R. K. Bentley - R/W

_____ L/W

S/Sgt. C. H. Haendler - Tail

2. TARGET ATTACHED:

Primary Time: 0955 1/2
Alternate Height: 23,400
Last Resort Heading: 90°M
(circle)
~~Duration Bomb Run~~ → Straight

3. Number of BOMBERS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs: no hits seen

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

Other bombing: Area identified

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

With group

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

No flak

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005
By RLB/BAC NARA Date 1/8/91

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005
By RLB/BAC NARA Date 1/18/91

INTERCOMMUNICATION FORM

Squadron (367) ~~#####~~ A/C Number (715) Letter (V) Date 9-11-44

Bomb Load (8 x 1000) H.E. ~~#####~~

Position in Formation

Time Took Off 0629 Time Landed 1405

	X	X	X	(X)	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

40°C
Low

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give name and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. R. E. Breed Pil.
- 2nd Lt. J. N. Hess Co-1
- 2-0 F/O F. W. Anderson Nav.
- F/O R. Clark Bomb
- T/Sgt. R. W. Grahler Radi
- S/Sgt. J. C. Tynan Top
- S/Sgt. O. M. Cresswell Ball
- S/Sgt. R. Ursel R/W
- S/Sgt. C. E. Paine Tail

2. TARGET ATTACHED:

Primary Time: 0956 1/2
 Alternate Height: 23,000
 Last Resort Heading: 075° M
 (circle)
 Duration-Bomb Run: 0.75° for 4 min

3. Number of BOMBS dropped on target: RII Jettisoned: Returned: Abortive:

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

Own Bombs: B.T. says looks like gas hit
 Any Nickels: Yes No
 Other bombing: Number bombs dropped _____
 Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

Poor with groups

8. WEATHER: (If it affected mission)

15-18, 9000 ft light clouds (No with tops at 15,000 Tangitana)

9. FLAK: Encountered on way out, at target and on way home.

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

Observed at nets and behind formation just after Bombs away.

Crew observations about Flak:

INTERROGATION FORM

Squadron 367 ~~#####~~ A/C Number 099 Letter S Date 9-11-44

Bomb Load ~~x 1000~~ G.P. H.E. #####

Position in Formation

Time Took Off 0629 Time Landed

X	X	X	X	X	40 C
X	X	X	X	X	Low
X	X	X	X	X	
X	X	X	X	X	

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

CREW: Give rank and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. J. L. Davis Pilot
- 2nd Lt. D. R. Lenn Co-1
- 2nd Lt. M. S. Hurtsthouse Nav.
- 2nd Lt. J. A. Stauber Bomb
- T/Sgt. C. H. Owens Top
- T/Sgt. R. H. Groover Top Radio
- S/Sgt. E. Workman Ball
- S/Sgt. N. E. Russell R/W
- S/Sgt. W. T. Gillispie Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 23500
 Last Resort Heading: 96
 Duration Bomb Run: Turn after 3-4-148

3. Number of BOMBS dropped on target: Detonated: Returned: Abortive:

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

Own Bombs:

Other bombing: one being up +
 achieved 0957

Any Nickels: Yes No
 Number bombs dropped
 Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Mostly 10/10 in few holes could not see 8/10 at target -

9. FLAK: Encountered on way out, at target and on way home. dense persistent cont. 14-18 - light contrails

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

None

Crew observations about Flak:

Trouble seeing two lines - scattered
 not enough to pick out distinct line -

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 By RLB/BAC NABA Date 1/8/91

5005

10. ENEMY FIGHTER COMPOSITION:

(Estimated total number of E/A seen) (types)

(Location and length of fight)

(Tactics of E/A)

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

C L A I M S

DESTROYED _____

PROBABLY _____

DAMAGED _____

(Fill out immediately separate CLAIM FORM for each claim.)

11. FLIGHT REPORT *51's 0945 4945 IV = 0410 E -*

all way afterwards - good

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any observations of military importance such as balloons, droops, clouds, contrails, smoke screens, and signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installation)

*Formation - 8 of 12 low sq in good formation other not so good
wt combine see to interference of 24's*

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACED and DATE.)

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

feathered #3 due vibration

S-2 OFFICER *Moore*

TIME CAPTURED _____

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By RLB/BAC

745005

Squadron 367 ~~#####~~ A/C Number 412 Letter T Date 9-11-44

Bomb Load 8 x 1000 H.E. ##### Position in Formation

Time Took Off 0629 Time Landed _____

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. G. L. Hatch Pil.
- 2nd Lt. W. E. Meissler Co.
- 2nd Lt. E. A. Skonieczny Nav.
- T/Sgt. H. I. Miller Bomb
- S/Sgt. R. W. Search Radi
- S/Sgt. J. S. Regulla Top
- S/Sgt. C. G. Smith Ball
- Sgt. J. K. Young R/W
- S/Sgt. F. R. Mitchell Tail

2. TARGET ATTACHED:

Primary Time: 0959
 Alternate Height: 23000
 Last Resort Heading: 119 mag
 (circle)
 Duration Bomb Run:

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

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

Own Bombs: 2 min late 7-8 mi
 Other bombing: Several smoke bombs near place of drop
 Any Nickels: Yes No
 Number bombs dropped
 Number Bombs returned
 (Red tail white stripe)

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Target - 7-10 -

9. FLAK: Encountered on way out, at target and on way home.

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

No flak seen

Crew observations about Flak:

3-6 Bursts combined near target

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 By RLB/BAC
 5005
 MAA Date 1/18/91

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 By RLB/BAC Date 1/18/91

INTERROGATION FORM

SQUADRON ~~#####~~ 423 A/C Number 963 Letter P Date 9-11-44

Bomb Load 8 x 1000 H.L. ~~#####~~

Position in Formation 400 ✓

Time Took Off 0629 Time Landed 1355

(X)	X	A	X
X	X	X	X
X	X	X	X
X	X	X	X

Law

1. REPAIRS to be phoned in? Yes No
 Details:

CREW: Give names and initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. P. J. Reiox Pilot
- 2nd Lt. R. W. Daniel Co-1
- 2nd Lt. J. C. Talley Nav
- F/O D. H. Gorrell Bomb
- T/Sgt. H. H. Kaye R/W
- T/Sgt. J. E. Price Top
- S/Sgt. L. J. Persac, Jr. Ball
- S/Sgt. C. W. Sheorn R/W
- _____ L/W
- S/Sgt. J. W. Perry Tail

2. TARGET ATTACKED:

Primary Time: 0957
 Alternate Height: 23500
 Last Resort Heading: 078°M
 (circle)
 Duration Bomb Run:
 T.O. 103°M.

3. Number of BOMBS dropped on target: Eight Jettisoned: Returned: Abortive:

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

Own Bombs: Any Nickels: Yes / No
 Number bombs dropped _____
 Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes? / No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As briefed

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.
8710 m in - Cloud 5700m out - 7 yrs - 6000 - constant 4000

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

Scatterback Obs - Magneto Mod - Friendly flak (As briefed by Moselle R.)

Crew observations about Flak: _____

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By RLB/BAC Date 1/8/91

5005

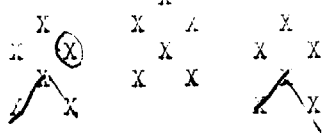
INTERROGATION FORM

25

Squadron ##### (423) A/C Number (616) Letter (X) Date 9-11-44

Bomb Load (8 x 1000) H.L. ##### Position in Formation 40C

Time Took Off 0629 Time Landed 1355



Low

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

CREW: Give rank and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. F. J. Stewart Pil.
- 2nd Lt. K. D. Blackshaw Co-1
- 2nd Lt. W. A. Guilfoyle Nav.
- 2nd Lt. A. G. Dealy Bomb
- S/Sgt. J. R. Hathaway Radi
- S/Sgt. D. D. Erwin Top
- S/Sgt. E. C. Herold Ball
- S/Sgt. M. B. Westmoreland R/W
- S/Sgt. J. A. Coomer Tail

2. TARGET ATTACKED:

Primary Time: 0956
Alternate Height: 23,400
Last Resort Heading: 90° M
(circle)
~~Duration Bomb Run~~ 110° M

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:
(All)

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

Own Bombs:

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

Other bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ALTERNATE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

at I.P. 4911-0500°E ~~Best~~ formation was climbing when B-24s flew into formation from our Right. Broke up low squadron.

8. WEATHER: (If it affected mission)

IN - ~~few~~ few ~~clear~~ cirrus on way in holes. almost 10/10
9. FLAK: Encountered on way out, at target and on way home.

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

Target few scattered Best seen far away none on this formation

Crew observations about Flak:

SQUADRON ~~#####~~ 423 A/C Number 674 Letter B Date 9-11-44

Bomb Load 8 x 1000 H.L. #####

Position in Formation

Time Took Off 0629 Time Landed 1346

	X	X	X	X	40 C
(2)	X	X	X	X	
	X	X	X	X	Low
	X	X		X	

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

CREW: Give rank and initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. H. G. Roth Pilot
- 2nd Lt. B. B. Merrill Co-1
- 2nd Lt. W. C. Larson Nav
- F/O R. C. Garberich Bomb
- T/Sgt. R. M. Coleman R/O
- T/Sgt. T. C. Hood Top
- S/Sgt. S. W. Griffith Ball
- S/Sgt. E. L. Finch R/T
- S/Sgt. C. J. Bransteter Tail

2. TARGET ATTACKED:

Primary Time: 0956 1/2
 Alternate Height: 22500
 Last Resort Heading: 95
 (circle)
 Duration Bomb Run: str.

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

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

Own Bombs:

Other bombing: unobs. Any Nickels: Yes No
dropped late - doors wouldn't open Number bombs dropped: _____
 Number Bombs returned: _____

5. any PHOTOGRAPHS taken: Yes? No? No picture

6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

30 miles south of route out

8. WEATHER: (If it affected mission)

3/8/10 at target

9. FLAK: Encountered on way out, at target and on way home.

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

Nil

Crew observations about Flak: _____

As - Saarbrücken

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005
 By RUB/BAC MABA Date 1/8/91
 Myer can track 10-18am

Squadron ~~###~~ 569 ~~###~~ A/C Number 1244 Letter W Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

	X	X	X	X	400
X	X	X	X	X	
X	X	X	X	X	High
X	X		X	X	

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

*B/N seemed to be looking west
Navy had which down.*

CREW: Give Rank and Initials

1st Lt. Schneider, G.C. Pil.

1st Lt. Haase, W.J. Co-1

1st Lt. Kester, A.A. Nav.

1st Lt. Carroll, L.E. Bomb

T/Sgt. Scoles, J.C. Radi

T/Sgt. Reese, J.W. Top

S/Sgt. DeBeauchamp, D.G. Ball

S/Sgt. Sneed, P.L. R/W

2nd Lt. Wessler, R.H. R.Nav

S/Sgt. Beach, E. Tail

2. TARGET ATTACHED:

Primary Time: 0955 1/2

Alternate Height: 24500

Last Resort Heading: 076 mag

(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: all Detonated: Returned: Abortive:

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

Own Bombs:

Couldn't see any results. Dropped on lead -

Other bombing:

Went in works

Any Nickels: Yes No
Number bombs dropped
Number Bombs returned

STS got worked

5. any PHOTOGRAPHS taken: Yes? No

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: *could see river, could see city.*

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

With other squadrons. Dropped on lead. Were 30 miles off course on return - North and south.

8. WEATHER: (If it affected mission) - *Pilots occasionally possible - about 6/1000s coverage averaged - fog generally around 1000.*

9. FLAK: Encountered on way out, at target and on way home.

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

*No flak at target
which did see any friendly flak. If any, was in clouds which were at 12000 ft.*

Crew observations about Flak: *Saw 3 or 4 bursts*

Also some flak (4835-0656) - Not charted - 2-3 in tracking battery. About 6 miles away from us.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/91 By RLB/BAC NARA

5005

INTERROGATION FORM

26

SQUADRON ~~369~~ 369 A/C Number 297 Letter N Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed

		X			
	X	X	(A)	X	
X	X		X	X	X
X		X	X	X	
X	X			X	X

40'c"
74'high

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

CRE.: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 1st. _____
- 2nd Lt. Doman, W.M. _____ Pilot
- 2nd Lt. Wood, R.H. _____ Co-1
- 2nd Lt. Fitzsimmons, J.J. _____ Nav.
- 2nd Lt. Lanus, W.M. _____ Bomb
- Sgt. Thwaite, J.E. ✓ _____ Radi
- T/Sgt. Barron, G.S. ✓ _____ Top
- Sgt. Richards, E.P. ✓ _____ Ball
- Sgt. Parker, B. ✓ _____ R/W
- _____ L/W
- Sgt. Stojkov, S. ✓ _____ Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 2450
 Last Report Heading: 24500
 (circle)
 Duration Bomb Run:
 7 min - 15 sec

3. Number of BOMBS dropped on target? Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. ANY PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

None

obs. to left after bombs away

Crew observations about Flak:

3 smoke pots

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 By RLB/JAC MARA Date 1/18/91

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By RLB/DAC NARA Date 1/18/99

INTERROGATION FORM

27

SQUADRON ~~#####~~ 369 ~~####~~ A/C Number 301 Letter U Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Time Took Off 0629 Time Landed _____

Position in Formation

			X		
X	X	(X)	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

10°C
High

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- Capt. Murphy, J.L. Pilot
- 2nd Lt. Fields, E.P. Co.
- 1st Lt. Ransdell, W.M. Nav
- 2nd Lt. Sanderg, E.A. Bomb
- S/Sgt. Jagnow, L.W. Radio
- T/Sgt. Cecere, A.R. Top
- S/Sgt. McCue, W.J. Ball
- S/Sgt. Bohrer, D.F. R/W
- T/Sgt. Olmsted, W.F. L/W
- T/Sgt. Peterson, L.J. Tail

2. TARGET ATTACHED:

Primary Time: 0956
 Alternate Height: 24,500
 Last Resort Heading: 087
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

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

Own Bombs:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

Other bombings:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Hazy
8/10 target
 9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
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None

Crew observations about Flak:

Swarbuck - Garage dies -

Friendly line flak ahead T.O. -

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 By RLB/BAC MABA Date 1/8/91

INTERROGATION FORM

28

SQUADRON ##### 369 A/C Number 896 Letter X Date 9/11/44

Bomb Load 8/1000 H.E. Incend. Position in Formation

Time Took Off 0629 Time Landed 1420

			X		
			X	X	X
			X	X	X
			X	X	X
			X	X	X

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- 2nd Lt. Birdwell, R.S. Pilot
- 2nd Lt. Perkins, N.H. Co-1
- 2nd Lt. Goldberg, S.A. Nav.
- 2nd Lt. Barulich, A.F. Bomb
- Sgt. Romierez, J.T. Radi
- T/Sgt. Fann, J.J. Top
- S/Sgt. Luthi, P.O. Ball
- S/Sgt. Montague, R.J. R/W
- S/Sgt. Parker, T.W. Tail

2. TARGET ATTACHED:

Primary Time: 0956
 Alternate Height: 24300
 Last Resort Heading: 080°M
 (circle)
 Duration Bomb Run: 105°

3. Number of BOMBS dropped on target: All Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: Yes (No)
 Number bombs dropped
 Number Bombs returned

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

Crew observations about Flak:

INTERROGATION FORM

27

SQUADRON ~~#####~~ 369 ~~####~~ A/C Number 301 Letter U Date 9/11/44

Bomb Load 8/1000 H.L. Incend.

Position in Formation

		X		X	
X	X	(X)	X	X	X
X		X	X	X	X
X	X			X	X

1000' High

Time Took Off 0629 Time Landed

1. HCT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- Capt. Murphy, J.L. Pilot
- 2nd Lt. Fields, E.P. Co.
- 1st Lt. Ransdell, W.M. Nav
- 2nd Lt. Sanderg, E.A. Bomb
- S/Sgt. Jagnow, L.W. R/W ✓
- T/Sgt. Cecere, A.R. Top ✓
- S/Sgt. McCue, W.J. Ball ✓
- S/Sgt. Bohrer, D.F. R/W ✓
- T/Sgt. Olmsted, W.F. L/W ✓
- T/Sgt. Peterson, L.J. Tail ✓

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 24,500
 Last Resort Heading: 087
 (circle)
 Duration Bomb Run:

3. Number of HCBBS dropped (on target: all) Jettisoned: Returned: Abortive:

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

Own Bombs:

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

Other bombing:

5. any PHOTOGRAPHS taken: (Yes) No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Hazy - 8/10 target -
 9. FLAK: Encountered on way out, at target and on way home.

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

None

Crew observations about Flak:

Sawbuckler - damage ill -

Friendly fire flak around T.O. -

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 By RLB/JAC Date 1/8/01 MARA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY ALB/BAC NARA Date 1/8/91

5005

INTERROGATION FORM

27

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 362 Letter K Date 9/11/44

Bomb Load 8/1000 H.L. Incend. Position in Formation

Time Took Off 0629 Time Landed 1420 1430

	X	X	X	X	40 C
X	X	X	X	X	
X	X	X	(X)	X	High
X	X			X	

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

NONE

- 1st Lt. Bennett, C.T. Pilot
- 2nd Lt. Carle, F.C. Co-pilot
- 2nd Lt. Walden, J.B. Nav.
- 1st Lt. Kenny, J.P. Bomb
- T/Sgt. Lynch, R.L. Radi
- T/Sgt. Fontenot, M. Top
- S/Sgt. Schubert, R.F. Ball
- S/Sgt. Chancellor, R.L. R/W
- L/W
- S/Sgt. Hovey, E.P. Tail

2. TARGET ATTACKED:

R.F.F. Primary Time: 0956
 Alternate Height: 24,100
 Last Resort Heading: 088°
 (circle)
 Duration Bomb Run:

- T/Sgt. Fontenot, M. Top
- S/Sgt. Schubert, R.F. Ball
- S/Sgt. Chancellor, R.L. R/W
- L/W
- S/Sgt. Hovey, E.P. Tail

3. Number of BOMBS dropped on target: All Jettisoned: Returned: Abortive:

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

Own Bombs: Bomb strikes observed about 300 feet East of M.P.I.

Other Bombing: Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As briefed

8. WEATHER: (If it affected mission) 8/10's. Target covered.

9. FLAK: Encountered on way out, at target and on way home.

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

NONE

Crew observations about Flak:

Marker flak very good.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005
 By RLB/JAC MABA Date 1/8/91

INTERROGATION FORM

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 301 Letter U Date 9/11/44

Bomb Load 8/1000 H.L. Incend.
 Time Took Off 0629 Time Landed _____

Position in Formation

		X			
	X	(X)	X	X	
X	X		X	X	X
	X	X	X		X
X	X			X	X

40° C
steep

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

- Capt. Murphy, J.L. Pilot
- 2nd Lt. Fields, E.P. Co.
- 1st Lt. Hansdell, W.M. Nav
- 2nd Lt. Sanderg, E.A. Bomb
- S/Sgt. Jagnow, L.W. R/W
- T/Sgt. Cecere, A.R. Top
- S/Sgt. McCue, W.J. Ball
- S/Sgt. Bohrer, D.F. R/W
- T/Sgt. Olmsted, W.F. L/W
- T/Sgt. Peterson, L.J. Tail

2. TARGET ATTACHED:

Primary Time: 0956
 Alternate Height: 24,500
 Last Resort Heading: 087
 (circle)
 Duration Bomb Run: _____

3. Number of BOMBS dropped (on target: all) Jettisoned: Returned: Abortive:

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

Own Bombs: _____
 Other bombings: _____
 Any Nickels: Yes No
 Number bombs dropped: _____
 Number Bombs returned: _____

5. any PHOTOGRAPHS taken: (Yes) No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) Hazy
8/10 target

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>None</u>						

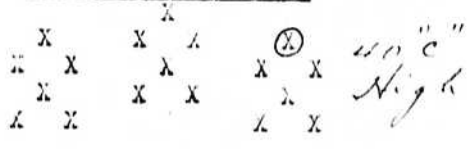
Crew observations about Flak: _____
Swarbuckers - Garbage dies -
Friendly line flak ahead T.O.

SQUADRON 367 ~~###~~ A/C Number 515 Letter O Date 9-11-44

Bomb Load 8 x 1000 H.E. ~~####~~

Position in Formation

Time Took Off 0629 Time Landed 1425



1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Name and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

NONE

- 1st Lt. R. L. Cardon Pilot
- 2nd Lt. D. H. Siedenburg Co-p
- F/O C. E. Putt Nav.
- 2nd Lt. D. C. Haagenon Bomb
- T/Sgt. E. S. Fox Radio
- T/Sgt. L. A. Glasscock Top
- S/Sgt. R. E. Crede Tail
- S/Sgt. O. J. Graham R/W
- S/Sgt. V. T. Blucher L/W

2. TARGET ATTACKED:

P.F.F. Primary Time: 0956
 Alternate Height: 25,400
 Last Resort Heading: 84°
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: ALL Jettisoned: Returned: Abortive:

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

Own Bombs:

NONE

Any Nickels: Yes No
 Number bombs dropped _____
 Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

As briefed.

8. WEATHER: (If it affected mission) 8-9/10's. at target.

9. FLAK: Encountered on way out, at target and on way home.

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

NONE

Crew observations about Flak:

8 bursts marker flak observed.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, I 5005
 BY RLB/BAC MARA Date 1/8/91

SQUADRON 367 A/C Number 578 Letter D Date 9-11-44

5-ZG 66 NICKELS

Bomb Load 5-T201

Position in Formation

Time Took Off 0629 Time Landed 1405

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. NOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

2nd Lt. J. C. Conlin Pilot

2nd Lt. K. R. Rowley Co.

2nd Lt. E. S. Malay Nav.

T/Sgt. W. C. Starbuck Bomb

T/Sgt. D. L. Presti Radi

T/Sgt. E. S. Collins Top

S/Sgt. C. A. Ammar Ball

S/Sgt. L. G. Joslin R/W

L/W

S/Sgt. E. E. Hulme Tail

2. TARGET ATTACHED:

Primary Time: 0955

Alternate Height: 24,600

Last Resort Heading: 90

Duration Bomb Run:

3. Number of NEWS dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs:

Opened quick.

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

Other bombings: *Saw big flak.*

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

25 - S of course out because of clouds

8. WEATHER: (If it affected mission) *Eng - no per. on trail.*

9. FLAK: Encountered on way out, at target and on way home. *7/10 - trace*

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, DATE 1/18/01 BY RLB/BAC

5005

INTERROGATION FORM

SQUADRON 367 ~~#####~~ A/C Number 683 Letter Q Date 9-11-44

Bomb Load 8 x 1000 H.E. #####

Position in Formation

Time Took Off 0629 Time Landed 1724

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

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

4910N 0420-0959-13-17
going down under control

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

2nd Lt. W. J. Davis	Pilot
2nd Lt. V. F. Daley	Co-pilot
2nd Lt. F. J. Fortman	Nav.
2nd Lt. P. A. Becker	Bomb
T/Sgt. T. M. Mahoney	Rear
T/Sgt. P. A. Hammond	Top
S/Sgt. G. E. Fysken	Bomb
S/Sgt. J. L. Martinez	R/W
	L/W
S/Sgt. D. F. Offord	Tail

2. TARGET ATTACKED:

Primary Time: 0955
Alternate Height: 24400
Last Resort Heading: 76
(circle)
Duration Bomb Run:

T/Sgt. T. M. Mahoney	Rear
T/Sgt. P. A. Hammond	Top
S/Sgt. G. E. Fysken	Bomb
S/Sgt. J. L. Martinez	R/W
	L/W
S/Sgt. D. F. Offord	Tail

3. Number of bombs dropped on target: Jettisoned: Returned: Abortive:

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

Own Bombs:

Other Bombing:

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. Any PHOTOGRAPHS taken: Yes (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, Date 1/18/91 BY RLB/DAC NARA

5005

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 15005
 By RIB/BAC NARA Date 1/8/91

INTERROGATION FORM

SQUADRON 88888888 369 A/C Number 185 Letter J Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1429

		X	X	X	
(X)	X	X	X	X	40°
X	X	X	X	X	High
X	X	X	X	X	
X	X			X	X

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

CRE.: Give Rank and Initials

Friendly A/C in any kind of distress:
 (Give position, time, altitude, full details)

<u>1st Lt. Carrazzone, G.M.</u>	Pile
<u>2nd Lt. Mattson, H.C.</u>	Co-
<u>2nd Lt. Bryant, C.W.</u>	Nav.
<u>2nd Lt. Bodnaruk, J.</u>	Bomb
<u>T/Sgt. Gallagher, P.M.</u>	Race
<u>T/Sgt. Keith, G.T.</u>	Top
<u>S/Sgt. Holthaus, R.A. Wait</u>	Reel
<u>S/Sgt. Fitterman, Edwin</u>	R/W
<u>S/Sgt. Evans, W.F. Tail</u>	L/W
	Trail

2. TARGET ATTACKED:

Primary Time: 0905 1/2
 Alternate Height: 24,200
 Last Resort Heading: 8 x 0 M
 (circle)
 Duration Bomb Run: Straight

3. Number of BOMBS dropped on target: All Jettisoned: Returned: Abortive:

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

Own Bombs:

Any Nickels: Yes No
 Number bombs dropped: _____
 Number Bombs returned: _____

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

With group

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

Obs. saw bucket

Grew observations about Flak:

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 196 Letter 0 Date 9/11/44

Bomb Load 8/1000 H.L. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1418

X	X	X	X	X
X (X)	X	X	X	X
X	X	X	X	X
X	X		X	X

1. HOT NEWS to be phoned in? Yes (No) Details:

CREW: Give Name and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

2nd Lt. Trask, R.E. Pilot

2nd Lt. Morere, H.J. Co-pilot

2nd Lt. Lateano, G.J. Navigator

2nd Lt. Kerr, G.T., Jr. Bombardier

T/Sgt. Belker, J.S. Radio Operator

T/Sgt. Nuessen, C.H. Tail Gunner

S/Sgt. Krone, C.C. Ball Toss

S/Sgt. Wilke, Elmer R. R/W

L/W

S/Sgt. Wilke, Emil R. Tail

2. TARGET ATTACKED:

Primary Time: 0956, Alternate Height: 24,000, Last Resort Heading: 082°K, Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

Any Nickels: Yes (No)

Number bombs dropped

Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) - 6/10 - 12,000' - overcast

9. FLAK: Encountered on way out, at target and on way home. at 18,000 ft.

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, By RLB/DAC NARA Date 1/18/91

5005

INTERROGATION FORM

36

SQUADRON ~~#####~~ 369 ~~###~~ A/C Number 600 Letter G Date 9/11/44

Bomb Load 8/1000 H.L. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1416

	X	X	X	X	X
(C)	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

400
High

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

nil

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. Rozett, W.P. Pilot
- 2nd Lt. Strode, L.L. Co-1
- 2nd Lt. Christenson, J.H. Nav
- 2nd Lt. Kramer, M.P. Bomb
- Sgt. Durham, J.E. Radio
- Sgt. Hall, E.C. Top
- Sgt. Shipley, W.A. Bail
- Sgt. Arbeiter, E.C. R/W
- Sgt. Sheldon, R.H. Tail

2. TARGET ATTACKED:

Primary Time: 0956
 Alternate Height: 2400
 Last Resort Heading: 75
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

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

Own Bombs:

none

Any Nickels: Yes No No
 Number bombs dropped _____
 Number Bombs returned _____

Other bombing:

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

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

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

nil

Crew observations about Flak:

Starbuckers etc

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,
 By RLB/JAC Date 1/18/91 NARA

75005

INTERROGATION FORM

30

SQUADRON ~~#####~~ 569 ~~#####~~ A/C Number 619 Letter S Date 9/11/44

Bomb Load 8/1000 H.E. Incend.

Position in Formation

Time Took Off 0629 Time Landed 1420

	X	X	X	X	X
X	X	X	X	X	X
X	X	(X)	X	X	X
X	X			X	X

40 C.
High

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

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:
(Give position, time, altitude, full details)

- 2nd Lt. Denton, W.S. Pilot
- Lt. Col. Lavier, Co-1
- 2nd Lt. Israel, H.S. Nav,
- 2nd Lt. Shaw, W.F. Bomb
- E/Sgt. Ohm, R.A. Radi
- S/Sgt. Luciani, E.A. Top
- S/Sgt. Callahan, J.J. Tail
- Sgt. Waltersdorff, G.A. R/W
- Sgt. Angelilli, M.C. Tail

2. TARGET ATTACHED:

Primary Time:
Alternate Height: 24,400'
Last Resort Heading:
(circle)
Duration Bomb Run:

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

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

Own Bombs: *no smoke seen. Dropped on a tree*
Other bombing:

Any Nickels: Yes No
Number bombs dropped _____
Number Bombs returned _____

5. any PHOTOGRAPHS taken: Yes? No? Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission) *2/10 at target - 8,000' - saw river. Per. low trails.*

9. FLAK: Encountered on way out, at target and on way home. *2 - 10/10 en route*

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

Crew observations about Flak:

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, BY RLB/BAC NARA Date 1/18/11 5005

METZ

I

The second tactical attack to be considered in this paper is that on the fortifications in the Metz area on the 9 November 1944 in support of General Patton's Third Army. By the time November rolled around in 1944 the invasion had become much more than an invasion. The troops that had landed on the Normandy beach head five months previously had done the work of liberating Europe very well indeed. From the little circle of fire along the coast they had pushed slowly inland to Caen and St. Lo in July. Then in a sudden armored thrust they were out of the circle and moving through France. Patton's armor became a by word for speed in conquest. In one day it made a lightning sweep along the whole of the Brest Peninsula, was back on the main line in another day, cut in a long circle to the south, east, north again, and a few days later stood before Paris. French troops were called up to take Paris, and the Free French leader, De Gaulle, soon walked along the Champs Elysee through screaming crowds, later knelt in prayer in Notre Dame de Paris. Along the west coast of France Sir Bernard O'Connor led the British armor in a sudden sweep north. Montgomery moved up to the line of Belgium and Holland; Omar Bradley rolled up to the Maginot Line and breached it; Patton swung east and knifed his way to the Franco-German border, cleaned up the forts along the way, finally stood before one of the most heavily defended cities along the whole of the East border of France, Metz.

It was generally conceded that Metz would be a tough nut to crack. In all the history of modern war it was the one fortification that stood out as

a perennial thorn. It had never been taken by direct assault in modern history, but Patton moved up to it, and Patton was going to take it. He brought up his armor and infantry, edged in close, settled down to regular shelling of the well built fortifications, finally was in position to attack it, and asked the heavy bombers to open up the attack with a large scale bombing of the Forts.

Patton was always strong on the use of armor. His tank Divisions made new chapters in the history of warfare whenever they took off. Nearly every thrust he made was spearheaded by his best armored Divisions, generally the Third or Fourth, and he was going to use his tanks on the Forts at Metz. His purpose in asking heavy bomber support was not so much to reduce Metz to ruins, but rather "to silence guns in these installations during passage of armored forces seeking to gain favorable positions for the eventual reduction of these fortifications." At St. Lo the big bombers just about obliterated the German positions, but the Forts around Metz were only to be silenced temporarily not destroyed. They were built to stand a lot of punishment.

The operation was originally scheduled for the 5 November 1944, but deterioration of weather made visual attack impossible. For the next three days attempts were made to run the mission, but weather held the bombers off, and there seemed no probability of the weather clearing in the next few days. So on the 8 November clearance was received from the Ground Forces to attack the fortifications by use of the precise Gee-H and Micro-H methods.

The weather forecast for the 9th indicated a 4-7/10 small cumulus and swelling cumulus, base 1000-2000 feet, tops 8000-12000 feet, with large breaks; nil-3/10 altocumulus from 12000-14000 feet; and nil high cloud for the Metz-

1 Tactical Mission Report for 9 November 44, Hq 8AF, 17 Ap 45, p. 1, Par 2-B.

2 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-B.

Thionville area where the ground-air operation was scheduled to take place.

Downward visibility was expected to be unlimited.¹

With the weather forecast indicating the possibility of visual bombing and the contingency of overcast conditions provided for, decision was made to proceed with the mission on the ninth. Targets were to be in the Metz-Thionville areas, those in Metz being the principal targets to be hit. As Third Division was not very experienced in the use of Micro-H, the planes of this Division were given the targets at Thionville to hit, bombing only by visual means.²

To reduce the power of the forts in these areas, a force of thirteen hundred bombers was considered necessary, so the following disposition of forces was made:³

Force I - 12 Combat Wings of 3rd Bomb Division
(Tactical Unit - Combat Wing of 36 B-17's)

Thionville Fort No. 4.....6 Combat Wings
Thionville Fort No. 5.....6 Combat Wings

Force II - 12 Combat Wings of 1st Bomb Division
(Tactical Unit - Combat Wing of 36 B-17's)

Metz Fort No. 5.....4 Combat Wings
Metz Fort No. 5 (Special MPI)....4 Combat Wings
Metz Fort No. 16.....4 Combat Wings

Force III - 5 Combat Wings of 2nd Bomb Division (39 Squadrons)
(Tactical Unit - Combat Wing of six or nine Squadrons of 10 B-24's)

Metz Fort No. 23.....1 Combat Wing (90 aircraft)
Metz Fort No. 27.....2 Combat Wings (120 aircraft)
Metz Fort No. 17.....1 Combat Wing (90 aircraft)
Metz Fort No. 18.....1 Combat Wing (90 aircraft)

As previously mentioned, the Third Bomb Division was to hit its targets only if the bombing was visual, so to guarantee that the effort would not be wasted, Third Division was given the marshalling yard at Saarbrucken as a secondary

Footnotes on page 26.

objective which could be bombed with H2X pathfinder technique.

Since the bombing at St. Lo a lot of work had gone into improvising methods of bombing close to troops and doing it safely. This mission showed the initial use of warning lines defined by SCS 51 localizer transmitters and friendly anti-aircraft bursts. Two warning lines were prepared, one for the Metz targets, to be used by both forces attacking in that area, Second and First Divisions, and one for the Thionville objectives. These warning lines were situated approximately parallel to the forward positions on a north-south axis, and generally perpendicular to the line of approach of the bombers. The SCS 51 localizer transmitters, operating on different frequencies, were set up to give yellow indications on the approach to the warning line, and blue indications after crossing the line. The lines of anti-aircraft bursts, black in color, were to extend for one mile on either side of both of the localizer transmitters at spacings of five hundred yards. Firing was to begin ten minutes before the arrival of the bombers and was to continue till ten minutes after the bombing ⁴ended.

A further step in the direction of complete safety was the measure taken to prevent groups from dropping on a leader who was jettisoning his bombs because of flak damage to the plane. At the bombing of Caen previously there had been one case of accidental release by the leader, and the rest of the planes of the formation had bombed with him. So, instructions were issued to the effect

- 1 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-A.
- 2 Tactical Mission Report for 9 Nov 44, p. 1, Par 2-B.
- 3 Tactical Mission Report for 9 Nov 44, p. 1 & 2, Par 2-C.
- 4 Tactical Mission Report for 9 Nov 44, p. 2, Par 2-E.

that the leader of each box of bombers was to signal by a designated flare that he had passed over and identified either the SCS 51 beam or the line of anti-aircraft fire or both. Each aircraft, upon seeing the leader's flare, was to acknowledge by firing a similar flare. The receipt and acknowledgement of this flare signal was a prerequisite for aircraft of the unit to drop on the leader. In the event that the flare signal was not given or received in any unit, the aircraft were not bound to drop on the leader and were not to release unless positive that the warning line had been passed and that bombs would fall in enemy territory.¹

II

The order for the mission came to the Divisions of Eighth Air Force on Field Order No. 1299, was relayed to the Groups of the First Division by First Division Field Order No. 551. By the Field Order the primary targets were the forts around the Metz area, with the same targets as secondaries if to be attacked by Gee-H or Micro-H.² The units dispatched from the First Division flew in the following order:³

Lead.....	41st A Gp...	384th
Second.....	41st B Gp...	303rd
Third.....	41st C Gp...	379th
Fourth.....	94th A Gp...	401st
Fifth.....	94th B Gp...	457th
Sixth.....	94th C Gp...	351st
Seventh.....	40th A Gp...	305th
Eighth.....	40th B Gp...	92nd
Ninth.....	40th C Gp...	306th
Tenth.....	1st A Gp...	381st
Eleventh.....	1st B Gp...	398th
Twelfth.....	1st C Gp...	91st

In the formations the PFF aircraft were dispersed as follows. Two Gee-H aircraft

¹ Tactical Mission Report for 9 Nov 44, p. 2, Par 2-F.

² Field order No. 551, Hq 1st Bomb Division, Par 2.

³ Field Order No. 551, Par 3.

led the 41st "A", "B" and "C" Combat Wings and the 94th "A" Combat Wing, while one Gee-H aircraft led all other groups. One H2X aircraft flew with the 41st "A", "B" and "C" Combat Wings and the 94th "A" Combat Wing, while two H2X aircraft flew with all other groups.

A special screening force was dispatched in front of the mission to drop chaff in the target area, in addition to the regular chaff dropped by all planes on the mission. Base reference altitude was given as 23,000 feet. Division assembly line was on the line from Newmarket to Oxfordness to Dover. ¹ Zero hour was given as 0900 hours 9 Nov 44. All aircraft were to be loaded with eight 1000-pound semi-armor piercing bombs. ²

In the Division Field Order, as planned, the special bombing instructions were relayed to the groups in very clear language. "There will be a line of black bursts at 17,000 feet two miles behind friendly lines at 500 yard intervals every 30 seconds, fired by friendly troops one mile on each side of the respective SCS 51 stations. These bursts start 10 minutes before the first bomber arrives and continue till 10 minutes after the last bomber departs the target.

B. It will be the responsibility of the leader of each box to signal by a designated flare that he has passed over and identified both the flak safety line and the SCS 51 radio indicator marker. Each A/C upon seeing the leaders flare will acknowledge by firing the designated flare. The receiving and the acknowledgement of the above flare is prerequisite for crews of the box to drop

1 Field Order No. 551, Par 3-D.

2 In the bombing at St. Lo, it will be recalled, two hundred and fifty pound fragmentation bombs were used extensively against the open defense positions that were attacked. Here, where the Germans were fortified in strong pill-boxes, the heavier 1000-pound bombs were used.

on the leader. In the event the flare signal is not given or received in any one box of the crews are not bound to drop on the leader and will not release bombs unless they definitely have identified that they have passed over the safety line and are over enemy territory.

C. Bomb bay doors will be opened at 0500E to prevent possible strays from falling on friendly troop concentrations if primary or secondary, repeat if primary or secondary are to be attacked.

D. Our troops will be 4 miles west of our westernmost target on a line running north to south. Crews will be briefed on this and real emphasis placed upon the absolute necessity for accurate bombing.¹

In the second annex to the field order it was directed that "1st CEW will dispatch one a/c to arrive 20 minutes ahead of the lead CEW over the SCS 51 station to check the transmission of the station and report the function of the beacon to the Division leader (Cowboy Able Leader) on VHF. The P-47's giving area support will be alerted to support this a/c."²

III

The majority of the Groups of the First Division assembled in order, with some difficulty due to weather and darkness. In this Division a total of four hundred and fifty eight aircraft were scheduled to fly, of which three failed to take off, ten returned early, four hundred and nineteen bombed, and ten dropped chaff and all returned. In the actual assembly the group that had the most difficulty was the 305th Group where the high squadron made numerous attempts to rendezvous with the lead and low squadrons, but failed, and flew the entire route in the bomber stream³ but not in its proper place in the

¹ Annex No.1 to Field Order No. 551, Par 3-(3).

² Annex No.2 to Field Order No. 551, Par-Special Instructions (8).

³ See page 30.

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formation. This particular High Squadron assembled on the Podington buncher. Group assembly was not possible, due to weather. So, on leaving the buncher as attempt was made to intercept the remainder of the Group at Aylesbury, but the attempt was unsuccessful. The Squadron then flew to Oxfordness, where a 360 degree turn to the left was made. Again failing to rendezvous, the squadron proceeded directly to the PFF IP. The target was overshoot on the first run, as the Mickey equipment was not giving proper returns, and on the second run bombs were dropped on skymarkers of the preceding group. Photographs verified that the bombs hit four miles northeast of the assigned target. The withdrawal route was twenty-five miles north of course to avoid flak defenses. The briefed route was then intercepted at 0300E and flown to base.
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The flight to the target was essentially as briefed. All groups came up on their targets which were overcast, and bombed by use of Gee-H with the following exceptions. The 351st Bomb Group did not attack the secondary due to failure of the Gee-H equipment and the group proceeded to the last resort target to bomb by H2X. An accidental release by the lead aircraft caused the lead and low squadrons to drop their bombs before reaching the target. The high squadron, making its own run, made a combination visual and H2X sighting

3 By the term Bomber Stream is meant that portion of the atmosphere through which the bombers would fly in their attack on a particular mission. It would be comparable to a corridor of air about two miles wide and two miles high, through which the bombers would fly on their route that day.

1 A-3 Mission Report for 9 Nov 44, Target Metz Area, 8AFFO #1299, 1st BDFO # 551, Hq, 1st Bomb Division; 1st Division Narrative Section, p. 1, 40th Combat Wing Narrative Section, p. 1.

2 A-3 Mission Report for 9 Nov 44, 40th Bomb Wing Annex, p. 1.

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with unobserved results. In the 305th Group the Gee-H aircraft assigned failed to take off, so the lead and low squadrons attacked the last resort target using H2X methods. The high squadron dropped on the skymarkers of the preceding group since their Mickey equipment was not giving proper returns.²

Bombing was done by use of Gee-H methods, with results generally unobserved through a 6-10/10 cloud cover. However, the following concentrations could be seen. The targets were Forts No. 5 and No. 16.

1. 379th Lead hit approximately six miles south of target #5.
2. 379th Low hit approximately six miles south of target #5.
3. 379th High hit approximately one mile east of target #5.

4. 306th Lead hit approximately a mile southeast of target #16.
5. 306th Low hit approximately one mile southeast of target #16.
6. 306th High could not be plotted, with photos of bombs in flight only.

7. 398th Lead hit approximately four hundred yards east-southeast of #16.
8. 398th Low hit approximately one thousand yards south-southeast of #16.
9. 398th High could not be plotted, with photos of bombs in flight only.

10. 384th Low hit approximately four miles southeast of target #5.
11. 384th High hit approximately five miles southeast of target #5.

12. 92nd Low hit approximately four hundred yards east of target #5.
13. 92nd High hit approximately three-quarters of a mile southeast of #5.

14. 381st Lead hit approximately one mile northeast of target #16.
15. 381st Low hit approximately two miles northeast of target #16.

16. 401st Low hit approximately one mile northeast of target #16.

17. 91st High hit approximately six miles southeast of target #16.

18. 303rd Low could not be plotted, with bomb photos of bombs dropping. 3
19. 303rd High could not be plotted as the photos of bombs in flight only.

It can be very plainly seen that the bombing results on the mission were

1 A-3 Mission Report for 9 Nov 44, 94th CEW Annex, p. 6.

2 A-3 Mission Report for 9 Nov 44, 40th CEW Annex, p. 1.

3 A-3 Mission Report for 9 Nov 44, 1st Division Narrative, Annex I,

Bombing Tactics and Results.

far from spectacular. Very few of the groups came near the targets at all, and the bombing on nearly every target was rated as poor. There was only one incident of bombing friendly units, when a unit of Second Division accidentally dropped its bombs behind the friendly lines approximately ten miles west of Metz, but no casualties were reported. Had there been strict observance of the briefed procedure for validating the leader's release, this would not have occurred.¹ The incident illustrated clearly the necessity of an interchange of signals on an operation of this type, so that the aircraft of a given unit may be assured that the leader is bombing the target and not jettisoning due to battle damage, mechanical failure, or any other factor which might result in premature release.

Enemy opposition to the mission was very slight. No enemy aircraft were encountered by any of the bombers in the whole of the Eighth Air Force. Supporting fighters reported observing a ME-109 and a ME-163 which were too distant to engage. Information based on wireless intercept indicated that a small number of aircraft, probably from the German tactical units, were airborne during the course of the attack. At 1001 hours some of these fighters gave their position as fifteen miles southeast of Trier and were informed a few minutes later of the presence of unescorted bombers in the Verdun area. At 1024 hours the enemy aircraft reported that the bombers were escorted and they were thereupon recalled. Our fighters gave very fine support to the bombers.² Meagre inaccurate fire was reported by some of the groups, though many of the units reported no fire at all. No bombers of the First Division were lost on

¹ Tactical Mission Report, p. 8, Par 5-B.

² Tactical Mission Report, p. 7, Par F-1.

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on the mission.

Previously it has been noted that the bombing results on this mission were poor, but, strangely enough, the bombing had a very surprising effect on the German troops in the area, and the bombardment did pay off. During the attack only sporadic fire developed from the forts as the ground forces passed within range of their guns, and it is believed that the disruption of enemy communications and the adverse effect on the troop morale largely offset the lack of significant damage to the objectives of the specific attack. In the area attacked by the Eighth Air Force were many targets hit by the Ninth Air Force and our own Artillery fire. From the combination of these there came a great deal of confusion in the enemy's ranks, and the United States 5th Infantry Division realized that a quick exploitation of the confusion would prevent the enemy from organizing effective defenses. Many units of the enemy were removed from the area with the intention of relieving them with fresh units, but the communications were so disrupted and there was present so great an amount of confusion that our infantry was able to move into many of the defensive positions before relief could be brought up. The Fifth Division further stated that not only did the bombing have a very adverse effect on the morale of the enemy troops, but that it afforded an excellent morale stimulant for our own front line troops in the assault.² In so far as it disrupted the communications, caused confusion, and lowered morale in the ranks of the enemy, and stimulated the morale of our own troops, thereby contributing to the successful frontal assault of Patton's army on the Metz fortifications, the attack may be said to have been a great success, though the bombing of the precise targets was poor. Possibly the troops were so glad that none of the units of our Army was hit that the bombing paid off better than the very devastating bombing at St. Lo.

1 Tactical Mission Report, p. 7, Par F-2.

2 Tactical Mission Report, p. 8, Par 5-C.