

By

EB/mg

NARA, Date

9-21

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

14 October, 1943  
APO 634

SUBJECT: Intelligence Narrative.

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

1. Hot News

1 B17 at 1400 hrs, horizontal stabilizer shot up. No more information. A/C # 420. Pilot: Lt. D. H. White.

1 B17 at 1400 hrs. left formation with #4 engine on fire. 4 chutes. Ship blew up. Another chute opened from middle of flames and got out OK. A/C #779. Pilot: Lt. W. H. Lockyear.

1 B17 at 1415 hrs. #2 engine on fire. Big flames; 4 chutes. A/C # 710. Pilot: Lt. J. D. Jackson.

1 B17 at 1430 hrs. On fire and disintegrated; 4-5 chutes. Believed to be A/C # 707. Pilot: Lt. G. S. Holmstrom.

1 B17 at approximately 1500 hrs. peeled off under control; 7 chutes. No fighters around. This A/C # 811. Pilot: Lt. R.T. Peters.

2 B17s peeled off few minutes before target. These ships reported to be A/C # 971 and # 813. Pilots: Lt. V. K. Cole and Lt. R. (NMI) McCallum. Cole, A/C # 971, reported smoking but headed in direction of Switzerland.

Reports indicate that enemy fighters and rockets accounted for all but one of the above-mentioned aircraft.

2. Narrative

18 A/C of 306th Bomb Group were dispatched to bomb Schweinfurt. Only two Groups of the 40th Combat Wing (92nd and 306th) made rendezvous. So the Wing leader made a 360-degree turn off the English coast and told the 41st Combat Wing to take over the lead. Over enemy territory three of our A/C were forced to turn back. Five A/C which reached the target attached themselves to the 92nd Group and bombed with them.

3. Fighter Opposition

No trouble was encountered until the P-47 escort left. Between the Rhine and the target the formation was attacked by 300 enemy A/C, chiefly FW 190s, ME 110s, ME 109s, JU 88s, and a few DO 217s. 10 A/C were knocked out of a tight defensive formation by rockets. These A/C were not straggling, but were in good formation when hit. Rockets were released inside the range of the 50's, but there were too many A/C attacking for the gunners to keep them off. FW 190s acted as a defensive screen for the twin-engines, attacking the formation and distracting gunners. Twin-engines in formations of three, four and five, slipped in behind this diversion screen, released their rockets at ranges as close as 200 yards, and slipped away, most attacks being from the tail. One good hit by one rocket was enough to account for a B17. Attacks stopped short after target. Only a few attacks were reported after the target on the way out. The enemy A/C remained in a compact group in overpowering strength to deal with other formations approaching the target.

4. Fighter Escort

Fight escort, good on the way in, was not seen on the way out.

5. A.A. Gun Fire

A.A. Gun Fire was spasmodic, though accurate, over the target, and intermittent and scattered en route.

6. Bombing

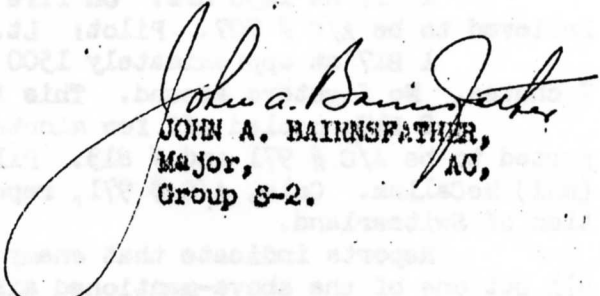
Bombing was good. Photographs show our bombs bursting right on aiming point, while a concentration of earlier bursts is bunched on and to the West of, target "A". A third concentration, also earlier, landed just South of the river. Scattered bursts appear in the center of the town.

7. Smoke Screens

No signs of a smoke screen were seen at the target. At Ludwigshafen and other unidentified places, smoke screens were seen, and at one place an effective screen was created practically while the reporting A/C flew overhead.

8. Claims

We claim 7-4-0.

  
JOHN A. BAIRNSFATHER,  
Major, AC,  
Group 8-2.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3,  
BY SP/mg NARA, Date 9-21  
745005

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Materiel Officer  
United States Forces  
A. P. O. 634

14 October, 1943.

SUBJECT: S-4 Combat Damage Report.

TO : Group S-2 Officer, 306th Bombardment Group (H), APO 634.

1. The following listed damages were received by aircraft of this Group on the Combat Mission of this Date:

367th Squadron:

B 17F No. 42-30728-Explosive shell hit No. 2 nacelle, 17MM, left inner wing damaged, category AC, severe damage.

B 17F No. 42-3301-No. 3 ring cowl hit by flak, right inner wing leading edge and internal damage by flak. Right side dorsal fin hit by 20MM, Servo unit wiring hit by 20MM, elevator and trim tab cables hit by 20MM. No. 10 bulkhead severely damaged by 20MM. Right fin taper pin fitting hit by 20MM. Internal damage to vertical fin and dorsal fin hit by 20MM. Left inner wing hit by flak. Internal damage to left inner wing by flak. Left aileron hit by flak. No. 2 engine nacelle hit by flak. Rudder hit by 20MM. Severe damage.

B 17F No. 42-30175 missing in action

B 17F No. 42-30727 missing in action

B 17F No. 42-37720 missing in action

368th Squadron (aircraft flown by 369th Sq.)

B 17F No. 42-30782, No. 1 and 4 props hit by 20MM, right aileron hit by 20MM, right horiz. stab. hit by 20MM. Inner right wing over No. 4 main tank hit by 20MM. Fuselage forward of right waist gunner's compartment hit by 20MM. Tail gun compartment right side hit by flak near No. 10 bulkhead. Left side of nose below plexiglass hit by flak and .303. Left inner wing over No. 2 main tank hit by flak. Serious damage.

B 17F No. 42-30707 missing in action.

369th Squadron:

B 17F No. 42-3169, 20 mm damage to oxygen and hydraulic system in pilot compartment. Right wing flap hit by 20MM. Trailing edge right wing hit by 20 MM doing internal damage. Serious damage.

Continued:

B 17F No. 42-30779 missing in action

B 17F No. 42-30199 missing in action

B 17F No. 42-30811 missing in action

423rd Squadron:

B 17F No. 42-30603, right horizontal stabilizer hit by flak, left horizontal stabilizer hit by empty shell case, Left outer wing hit by flak, Fuselage forward of waist gunner on right side hit by flak, serious damage.

B 17F No. 42-30714, left inner wing near fuselage hit by flak. Right outer wing hit by .303, right and left horiz, stab. hit by flak, Tokyo tank No. 9 in left inner wing hit by flak. Tail gun compartment on both sides hit by flak. Left side of fuselage to rear of waist gun hit by flak. No. 2 engine nacelle hit by flak damaging hydraulics line as well as wing. Left landing wheel nacelle hit by flak. Serious damage.

B 17F No. 42-30710 missing in action

B 17F No. 42-29971 missing in action

B 17F No. 42-30813 missing in action.

B 17F No. 42-30812 aborted due to No. 2 oil cooler out and No. 3 supercharger induction elbow splitting.

367th Squadron: Continued.

B 17F No. 42-30767, Aborted due to No. 2 supercharger waste gate linkage breaking.

*Henry J. Schmidt*

HENRY J. SCHMIDT,  
Major, Air Corps,  
Material Officer.



## 2 - Narrative

also in 1942

18 A/C of 306th Bomb Group <sup>were</sup> dispatched to bomb Schweinfurt. Only two Groups of the 40th Combat Wing (92nd and 306th) made rendezvous. So the Wing leader made a 360-degree turn off the English coast and told the 41st Combat Wing to take over the lead. Over enemy territory three of our A/C were forced to turn back, fifteen continued. No trouble was encountered until fighter escort left. Between the Rhine and the target the formation was attacked by 300 enemy A/C, chiefly Fw 190s, ME 110s, ME 109s, JU 88s, and a few DO 217s. 10 A/C were knocked out of a tight defensive formation by rockets. These A/C were not straggling, but were in good formation when hit. Rockets were released inside the range of the 50's but there were too many A/C attacking for the gunners to keep them off. Fw 190s acted as a defensive screen for the twin-engines, attacking the formation and distracting gunners. Twin-engines in formations of three, four and five, slipped in behind this diversion ~~xxxx~~ screen, released their rockets at ranges as close as 200 yds. and slipped away, most attacks being from the tail. One good hit by one rocket was enough to account for a B-17. Attacks stopped short after target. Only a few attacks by a few planes were reported after the target on the way out. The enemy A/C ~~xxxxxxxxxxxxxxxx~~ remained in a compact group in overpowering strength to deal with other formations approaching the target. Fighter escort, good ~~as above~~ <sup>seen</sup> on the way in, was not seen on the way out.

5 - A.A. Fire was sporadic, though accurate, over the target, and intermittent, and scattered en route.

1 - Our A/C in distress:

- 1 B17 at 1400 hours, horizontal stabilizer shot up. No more information. A/C # 420. Pilot: Lt. D. H. White.
- 1 B17 at 1400 hrs. left formation with # 4 engine on fire. 4 chutes. Ship blew up. Another chute opened from middle of flames and got out OK. A/C # 779. Pilot: W. H. Lockyear.
- 1 B17 at 1415 hrs. #2 engine on fire. Big flames; 4 chutes. A/C # 710. Pilot: Lt. J. D. Jackson.
- 1 B17 at 1430 hrs. On fire and disintegrated; 4-5 chutes. Believed to be A/C # 707. Pilot: G. S. Holmstrom.
- 1 B17 at approximately 1500 hrs. peeled off under control; 7 chutes. No fighters around. This A/C # 811. Pilot: R.T. Peters.
- 2 B17s peeled off few minutes before target. These ships reported to be A/C # 813 and # 971. Pilots: Lt. V. K. Cole and Lt. R. (NMI) McCallum). Cole, A/C # 971, reported smoking but headed in direction of Switzerland.

Other A/C in distress:

- 1 B17 at 1321 hrs. near Antwerp ~~hit~~ hit by flak apparently; went into flames; then into clouds. No chutes observed.
- 1 B17 at 1332 hrs. going down under control; 4 chutes observed. No more details.
- 1 B17 at 1341 hrs. going down; one chute observed. No more details.
- 1 B17 at 1430 hrs. going down burning; 1 chute observed.
- 1 B17 at 1430 hrs. burning; blew up. 8 bailed out while under control; 2 bailed out while ship was spinning.
- 1 B17 at 1440 hrs. apparently not in trouble. 2 chutes observed to come out, one of which did not open. ~~was not seen to open.~~
- 1 B17 at 1440 hrs. on fire; 3-4 chutes. #4 engine on fire. Spread to fuselage.
- 1 B17 at 1443 hrs. going down; 3 chutes observed. No more details.
- 1 B17 at 1505 hrs. left formation, headed straight for home. One E/A attacked. No results seen.
- 1 B17 at 1558 hrs. fell behind; 6 chutes observed.
- 1 B17 about 12 miles South of IP on way out, going down. 3 chutes.

Reports indicate that enemy fighters and rockets accounted for all but one of the above-mentioned aircraft.

(OVER)

6 seriously damaged out of 8 returned.

Not available.

7 ~~South Sea~~  
No signs of a smoke screen were seen at the target. At Ludwigshafen and other unidentified places, smoke screens were seen, and at one place an effective screen was created practically while the reporting A/C flew overhead. One crew reported that all chutes were fired at by enemy fighters. One I/E enemy fighter hit a Fort in mid-air and both went down.

6 ~~Bombing was good.~~  
Bombing was good. Photographs show our bombs bursting right on aiming point, while a concentration of earlier bursts <sup>is bunched on and</sup> appears to the West of, ~~and scattered on,~~ target 'A'. A third ~~earlier~~ concentration, landed just South of the river. Scattered bursts appear in the center of town.

None.

2- ~~None.~~ ~~18~~ at 1025 hours.

Orfordness.

Followed 92nd Group all the way.

1308 at 51° 35'N, 03° 40'E.

~~1308~~ 5 A/C which reached the target attached themselves to the 92nd Group and bombed with them.

1755.

A/C # 767, Pilot Lt. Tackmier, turned back at Noensdrecht at 1314 hrs. due to supercharger failure. Brought back 6 x 1000.

A/C # 728, Pilot Lt. Davis, turned back at 51° 16'N, 04° 35'E, east of Antwerp at 1320 hrs. Jettisoned 6 x 1000 in mouth of Schelde river.

A/C # 812, Pilot Lt. Munger, turned back at Domburg at 1312 hrs. due to battle damage to induction system. Jettisoned 6 x 1000 in channel.

10 A/C, missing in action, did not bomb target.

8) None.

After Squadron Leader (A/C # 767), turned off, he could not again catch Wing formation which was "S"-ing sharply on course at the time.

JOHN A. BAIRDSPATER,  
Major, AC,  
Group 3-2.

SQUADRON	PILOT	/C NO.	LTR.	FILE OFF	LOADED	REMARKS & ETA
369th	Schoolfield	782	O	1025:10	1754	
.	Noack	169	S	34	1756	
.	Peters	811	D	36		
.	Bettinger	199	R	26		
.	Holmstrom	707	B	31		
.	Lockyear	779	U	34		
423rd	Jeffries	603	H	33	1752	
.	Bickett	714	S	40	1753	
.	Munger	812	Q	49		
.	Jackson	710	I	35	1753	
.	Cole	971	F	44		
.	McCallum	813	L	42		
367th	Tackmier	767	Y	36		
4.	Kirk	301	P	30	1755	
5.	Butler	175	B	40		
6.	Bisson	727	Z	32		
7.	White	720	N	35		
8.	Davis	728	S	37		
				1080		
		4812				
		1047				
		8850				
		7887				
		0501				
		7650				
		7672				
		9759				
1.		1086				
8.		9827				
9.		9827				
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
0.						
1.						
2.						
3.						
4.						

14 October 1943 SCHWEINFURT (Black Thursday)

Take off - 1000

200' visibility

10/10 clouds at 100 feet

Wind, north, 6mph

Other ~~st~~ations expecting fog, drizzle, rain. None at Thurleigh

Planes returning had used 29,290 rounds of .50 cal. ammunition.

Five planes came home, and group was stood down next day because there was not enough equipment to fly. Those returning were badly damaged.

Eighteen took off, three aborted over the continent, ten were shot down and five returned.

Schweinfurt raid destroyed "Some 455,000 sq ft of floor space in the UKF and Kugel-Fischer plants." Fortune, vol 31, no 1, p 246.

By

EP/mg

NARA, Date

9-21

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (E-A-7)  
Office of the Operations OfficerA P O 634,  
14 October, 43.

SUBJECT: 8-5 Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. At 1025 hours, 14 October, 1943, eighteen aircraft of this Group began taking off to attack targets at Schweinfurt, Germany. None flew with other units, three aborted near Antwerp, and ten failed to return.

2. The Group took off and made an uneventful join-up over the clouds. The take-off and join-up were accomplished under extremely adverse conditions, since the clouds were right on the ground, and the visibility less than 1000 yards. The rendezvous with the lead Group was complicated by a lack of identifying flares from that Group, poor navigation in the attempt to follow the rendezvous line and climb path, and by the fact that there were too many Groups attempting to rendezvous in the same general area. The low Group completely failed to make the rendezvous, which exposed the tactical formation to more than their share of attacks. A 360 degree turn at the enemy coast caused much difficulty in our formation, resulting in two abortions. The route over enemy territory was flown substantially as ordered, although small towns with flak batteries were not ordered. Opposition was extremely effective.

3. It is recommended that more consideration be given to the weather at take-off and landing times, since many of the losses can be traced directly to bad weather at take-off, resulting in a poor join-up, and bad weather at landing, causing many crashes. It is also recommended that the Combat Wing have a rendezvous point further from the center of activity, such as Splasher #12, in order that there will be fewer Groups joining up in the area. Navigation can be improved in the lead Group.

ROBERT C. WILLIAMS,  
Major, AC,  
Operations Officer.

GROUP 306

DATE 14/10/43

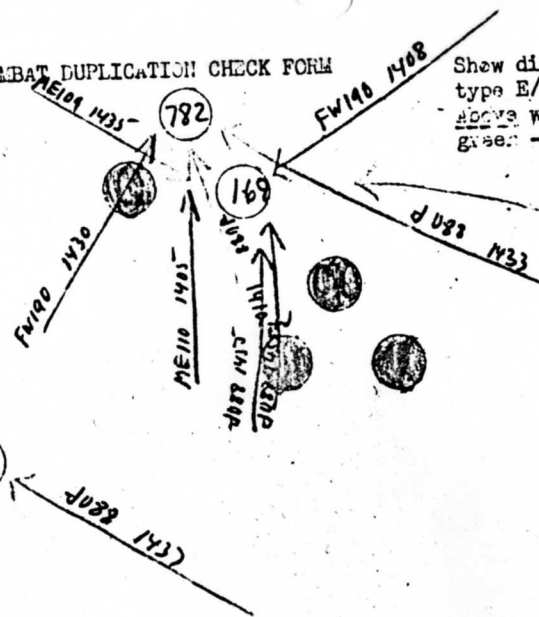
# COMBAT DUPLICATION CHECK FORM

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

ME109

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

Returned Early



Returned Early

Write number of our A/C in circles.  
 Draw lines through circles not applying.

Block out our missing A/C in Red.

Missing

Target SCHWEINFURT

1. Route followed.

Same as 92nd.

2. Visibility at Target (Any condensation trails?)

Clear over target - no condensation trails.

3. No. of A/C over Target.

5 A/C over target.

4. Formation over target. With height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:

# 767 - returned early  
 # 728 - returned early  
 # 812 - returned early

602  
 S  
 782  
 22,500  
 301  
 S  
 169  
 714  
 S

# 175 - down  
 # 727 - down  
 # 720 - down  
 # 811 - down  
 # 199 - down  
 # 779 - down  
 # 707 - down  
 # 710 - down  
 # 813 - down  
 # 971 - down

5. General Axis of attack (from lead A/C if possible)

45° Magnetic.

6. How long did formation fly straight and level before bombing?

40 seconds.

7. Turn after bombing.

8. Position of Group in relation to other Groups. Bombed with 92nd.

9. What evasive action was taken?

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e., Continuous following predicted concentrations, predicted barrages, or fixed barrages.

Domburg (Westkapelle) meager, inaccurate, three or four bursts.

Woersdrecht—meager, about six bursts, altitude good, inaccurate.

Antwerp—meager, inaccurate.

Schweinfurt—moderate, black, accurate.

South of Koln—moderate, accurate.

Intermittant A/A. fire throughout route. Two red bursts observed at French coast.

11. Any other Comments, Phenomena, etc.

1. T/E enemy fighters flying parallel to our formation dropped smoking object probably bombs, moderate sized burst, then could see silver objects in clusters burning.

2. JU-88 sat back and pumped slow velocity rockets, two or three fired at one time, bursts like light flak, some accurate.

3. Smoke screens observed at Ludwigshafen and several unidentified towns.

TARGET: Schweinfurt

DATE: 14.10.43

HEADQUARTERS  
1ST AIR DIVISION  
APO 557

SUPPLEMENTAL

GROUP: 306

## TABULATION OF E/A ENCOUNTERS

NARA, Date 7-14-92

By RLB/NM

EM	GROUP SQUADRON	A/C NO.	CLAIMANTS NAME AND RANK	GEN POSITION	DESTROYED	PROBABLY DESTROYED	DAMAGED	NO CLAIM ALLOWED
1	306-367		S/Sgt. T. E. Wilson	T/G				X
2	306-367		S/Sgt. T. E. Wilson	T/G				X
3	306-369		S/Sgt. Bill Oliver	RW/G				X
4	306-369		Sgt. Bill Oliver	RW/G				X
5	306-369		Sgt. Bill Oliver	RW/G				X
6	306-367		T/Sgt. Osep	TT/G				X
7	306-423		T/Sgt. M. L. Bartlett	E			X	
8	306-367		T/Sgt. A. Heyburn	E				X
9	306-367		T/Sgt. A. Heyburn	E				X
10	306-367		S/Sgt. R. H. Vader	RW/G				X
11	306-369		S/Sgt. Ernest J. Gilbert	RW/G	X			
12	306-423		T/Sgt. M. L. Bartlett	E				X
13	306-369		S/Sgt. John J. Regan	W/G				X
14	306-369		S/Sgt. Lester J. Kirk	T/G	X			✓
15	306-369		S/Sgt. Lester J. Kirk	T/G			X	
16	306-423		S/Sgt. Burl W. Ford	BT/G				X
17	306-369		S/Sgt. Fred K. Massey	BT/G				X



## Schweinfurt

14.10.43

HEADQUARTERS  
1ST BOMBARDMENT DIVISION  
APO 631

S U P P L E M E N T A

GROUP: 306

~~TABULATION OF E/A ENCOUNTERS~~

[illegible]

By RUB/NM NARA, Date 7-14-93

By AB/mg NARA, Date 9-21

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

F-D-4

APO 634,  
14, Oct., 1943.

SUBJECT: Ammunition and Bomb Expenditure for the Mission of 14, Oct., 1943.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

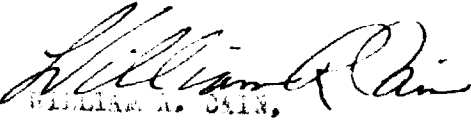
1. The following is the expenditure by individual gun positions of AP and F ammunition for the mission of 14, October 1943.

a. 10 UPPER TURRET GUNS	4,550 Rounds
10 LOWER TURRET GUNS	4,550 Rounds
10 TAIL GUNS	5,080 Rounds
5 RADIO GUNS	2,550 Rounds
5 LEFT WAIST GUNS	4,400 Rounds
5 RIGHT WAIST GUNS	4,500 Rounds
5 LEFT NOSE GUNS	1,450 Rounds
5 RIGHT NOSE GUNS	1,090 Rounds
5 CENTER NOSE GUNS	1,150 Rounds

2. A total of 60 .50 calibre guns expended a total of 29,290 rounds of ammunition.

3. 42- one thousand pound, M-44 Demolition Bombs were expended on this mission. Two abortive aircraft included.

4. Additional expenditure of ammunition and bombs submitted for missing aircraft.

  
WILLIAM A. BLAIR,  
Capt., Air Corps,  
Armament Officer.

By AB/mg NARA, Date 9-21HEADQUARTERS 306TH BOMBARDMENT GROUP (H) (H-D-7)  
Office of the Group BombardierA. P. O. 634,  
14 October, 43.

SUBJECT: Bombing Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. A.F.G.E. was used throughout the entire mission.
2. Before reaching the Initial Point, the 306th Group was reduced to four aircraft in formation. One other aircraft flew in another formation; all others are missing. The run on the target was made in a Combat Wing formation to defend the remaining aircraft. The 306th Bombardment Group (H) dropped on the leader of the Wing.
3. The 306th Bombardment Group (H) dispatched 18 aircraft, all of which carried 6 X 1000 lb. M44 bombs. Three aircraft were abortive - 2 jettisoned because of engine failure, and one returned bombs to base. Five aircraft released on target and 10 were lost before reaching target.
4. Bombardiers reported a good concentration of bombs in the target area. Strike photographs show some direct hits on the aiming point.
5. Pertinent information: -
  - a. True altitude 23,580 feet
  - b. Indicated altitude 23,000 feet
  - c. True heading 40 degrees
  - d. Time of release 1441:30 hours
  - e. Wind direction and velocity 200° @ 25 MPH
  - f. 30 X 1000 lb. M44 bombs were released at target; 12 were jettisoned because of engine failure and 6 were returned to base. 60 bombs are unaccounted for through missing aircraft.

HUGH J. TOLAND,  
Major, AG,  
Group Bombardier.

By

SP/mg

NARA, Date

9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

A P O 634,  
14 October, 43.

SUBJECT: Navigation Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

1. The 306th Bombardment Group (H) took off at 1025 hours, 14 October, 1943. Normal Group assembly was carried out and we proceeded to base for the 40th Combat Wing rendezvous. We arrived over the base at 1131, making rendezvous with a Group which we believed to be the 92nd Group. At this time nothing was seen of the 305th Group, which was supposed to be the low Group in the Wing formation. The lead Group made a 360 degree turn just North of the base. During this time we lost sight of the 92nd Group in the clouds, so we proceeded to Spaulding, arriving there at 1146 hours at 17,000 feet. The lead Group was not in sight at Splasher #8, arriving there at 1215 hours at 21,000 feet. At Splasher #8 we made a 360 degree turn and set course for Orfordness. On a line between Splasher #8 and Orfordness we made rendezvous with the 92nd Group. During this time we still hadn't sighted the 305th Group.

2. The 92nd Group and 306th Group left the English Coast at Orfordness at 1230 hours and set course for the Dutch Coast. At DR point 5155N - 0300E the 92nd Group started a 180 degree turn to the right and proceeded on a heading of 270 degrees for three minutes, at which time they made a 180 degree turn to the left. This maneuver placed us directly in back of the 41st Combat Wing. Following the 41st Combat Wing, we crossed the Dutch Coast 1305 hours. From this point we proceeded to the IP by the following route:

5054N - 0607E at 1342 hours at 24,000 feet

5028N - 0713E at 1353 hours at 24,000 feet

5017N - 0845E at 1415 at 24,000 feet.

At a point 4941N - 0945E the lead Group fired a red flare, identifying the IP. We made our run over the target (Schweinfurt) at 1440 on a heading of 45 degrees at 22,300 feet. After bombs were away, we set course for the French Coast by the following route:

4950N - 1030E at 1445 hours at 22,500 feet

4922N - 1000E at 1455 hours at 23,000 feet

4858N - 0605E at 1540 hours at 22,000 feet

4905N - 0350E at 1610 hours at 21,000 feet

We crossed the French Coast at Latitude 50°01' N at 1653 hours at 20,000 feet and set course for Beachy Head, arriving there at 1715 hours at 12,000 feet. From Beachy Head we proceeded to base via Winden, arriving at the base at 1751.

3. The fighter support was excellent. No enemy aircraft attacks were observed on any of our planes until after the support turned back. The enemy aircraft attacks began near Aachen and continued intermittently until the French border was reached, near Ludwigshafen. Groups of 50 to 60 E/A pressed their attacks closely, breaking off only when replaced by fresh fighters. The E/A observed were FW 190's, Me 109's, JU 88's and Me 110's.

By

EB/mg

NARA, Date

9-91

4. The AAGF over the target was light and inaccurate. Accurate AAGF was encountered near Antwerp, Duren, Sinzig, Limberg, Badnauheim, and the IP, Wurtsburg.

5. The weather was 10/10 undercast from base to a point near the vicinity of Aachen, being clear from this point to the target.

JOHN B. MAZANEK,  
1st Lieut., AC,  
Lead Navigator.

By

EB/mg

NARA, Date

9-91

HEADQUARTERS 306th BOMBARDMENT GROUP (H)  
Office of the Communications Officer

3-A-1

APO 634.

14 October, 1943.

SUBJECT: Communications Report for Mission of 14 October, 1943.

TO : Commanding Officer, 306th Bombardment Group (H), APO 634.

## 1. PROCEDURE:

The correct procedure was followed throughout the mission.

## 2. RADIO AIDS:

Eighteen airplanes were equipped with "Gee", and reported good results to O5 O1 E longitude, after which the signals faded. Some jamming was reported on the return trip.

Splasher Beacons numbers 6 and 9 were used for homing with good results.

The 40th Combat Bomb. Wing Buncher was used for homing with good results reported up to fifty miles.

Two airplanes obtained QREN'S, and one obtained a weather report from our base HF D/F station.

## 3. RADIO DISCIPLINE:

No breaches in radio discipline were observed or reported.

## 4. EQUIPMENT:

4-30603-423rd Squadron, IFF shot up, liaison antenna shot off, replaced.

4-30714-423rd Squadron, "Gee" out, replaced.

4-23301-367th Squadron, Interphone weak at altitude, command antenna shot off, being fixed.

4-30782-368th Squadron, "Gee" out, replaced.

4-23169-369th Squadron, Command antenna shot off, replaced.

3:35 5100N. <sup>0700</sup>E also  
3 chutes (no trouble) 12-11

at 1 B-17 No 2 Eng. on fire  
going down under  
control

720 Horizontal stabilizer seen  
shot up - 40 min. before T.

5 min before T. B-17 on fire  
maybe (4) 3 chutes out  
No 4 Eng on fire & spread to  
fuselage

10 min before T.  
B-17 burning - blew up -  
8 bailed while under control  
2 bailed while spinning

at T.  
1 - B-17 hit ground & exploded  
1 - B-17 No 3 burning under  
control  
2 - B-17's peeled off & went  
down over Mt.

No #175 B-17 flown for  
9 chutes long time  
with stabilizer  
shot up -

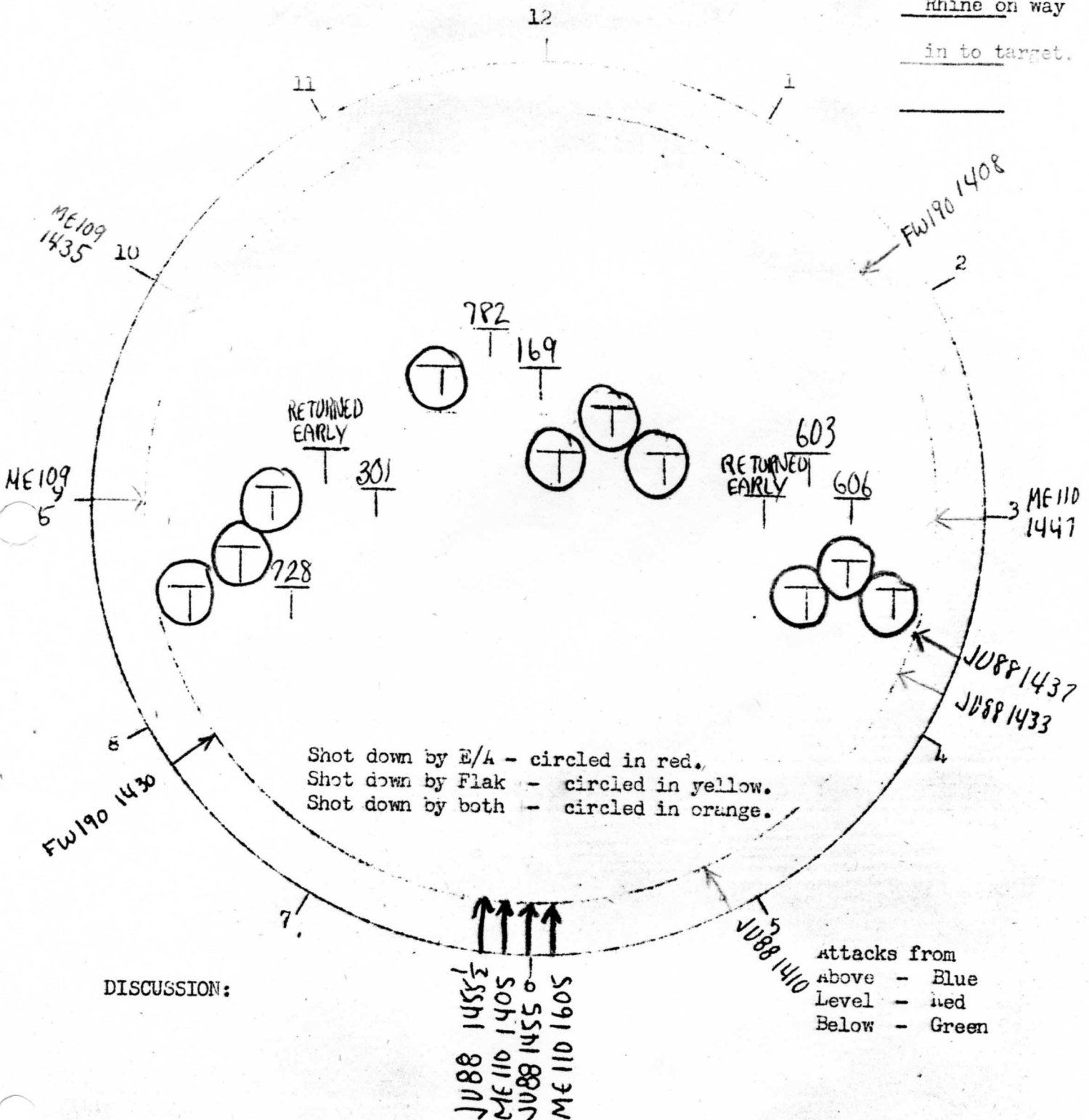
KIRK

COMBAT REPORT FORM - (GROUP).

TARGET Schweinfurt GROUP 306 DATE 14/10/43

TIME OF ATTACKS 1325-1605

VICINITY OF ATTACK Mostly from  
Rhine on way  
in to target.





10-12 B17's before target - down

1341 - one down - one chute

1343 - one smoking

1430 1/2 - 707 exploded

1442 - one down - 3 chutes

1558 - one behind - 6 chutes

1325 - 779 - 4 chutes

1505 - B17 left formation headed st. for home - one E/A attacked - no fighters seen  
most damage - rockets

and fighters - rockets from  
twin engine E/A.

# Local Flier Lost In Fortress Raid

Emil O. Rasmussen Jr., lieutenant in the army air corps and copilot of a Flying Fortress, has

been missing since the costly daylight raid over Schweinfurt, Germany, October 14, his parents, Mr. and Mrs. Emil O. Rasmussen, 2417 NE 11th avenue, have been advised by the war department.

His parents also have received a letter from his former commanding officer, a captain with whom Rasmussen flew until two weeks before the Schweinfurt attack. This officer counseled the Rasmussens not to lose hope because parachutes were seen descending from their son's disabled plane. Rasmussen had participated in 20 operational flights over Europe.

Rasmussen is 24, a graduate of Grant high school in 1936. He attended Oregon State college for two years. An excellent skier, he is widely known in Northwestern winter sports circles.

Receiving his commission in January, he flew to Africa, then to England and became a first lieutenant in August.

His twin brothers, Howard L. and Harold R., also are in the army.



Lt. Rasmussen

INTERROGATION FORM

SQUADRON ~~367~~ 369 ~~1421~~ A/C Number 782 Letter 0 Date 11/10/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1025 Time Landed 1755

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

1. NOT WTS to be phoned in? Yes No

CREW: Give Rank and Initials

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

*See attached sheet*

Capt. C.T. Schoolfield Pilot

Capt. C.E. Flannagan Co-P ✓

Lt. D.B. Dash

Lt. J.B. Mazanek Nav. ✓

Capt. F.A. Evans Bomb. ✓

T/Sgt. M.A. Narum Radio ✓

T/Sgt. J.C. Stoner Top T. ✓

T/Sgt. B.A. Hardy Ball T. ✓

S/Sgt. B.H. Perlmutter R.Waist ✓

S/Sgt. R.J. Conley L.Waist ✓

Lt. C.L. Danlap Tail G. ✓

2. TARGET ATTACKED:

Primary

Time: 1445

Alternate

Height: 22500

Last Resort

Heading 45°

(circle)

Duration Bomb Run:

40 sec

3. Number of BOMBS dropped on target: 6 Jettisoned: Returned: Abortive:

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

Own Bombs:

*Bursts of 92nd*

Other Bombing:

*Right in town center - fires & large smoke col. in target area*

5. Any Photographs taken: Yes? No?

Any Micks: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

*as briefed over Germany*

8. WEATHER: (If it affected mission)

*Clear 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
------	-------	---------------	--	-----------------	---------------------------------------	----------

*Intermittent shrap-out route starting at Antwerp - slight not too acc.*

*Target mod - black very acc.*

Crew observations about Flak:

*2 red bursts - just at French coast*

border in - fighters missed bombed wing behind

10. ENEMY FIGHTER CAPABILITY:

250-300 blms  
(Estimated total number of E/A seen)

Everything -  
mostly (Lins)  
(Types)

14:30 just before Lichen - near St. Tudurighaven  
(Location and length of fight)

T/E E/A shot rockets. T/E shooting machine  
guns to near - most attacks came from  
direction 4 & 8 o'clock - E/A came up. 1 wing (body)  
Mellio solid black, silver, yellow & green  
yellow nose  
(Color, markings, etc. of E/A)

normal invasive  
action  
(Our defensive action)

CLAIMS	
DESTROYED	<u>3</u>
PROBABLY	<u>1</u>
DAMAGED	<u>1</u>
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUPPORT

Good going in, none seen  
coming out (wouldn't min late  
coming out)

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

Tudurighaven smoke screens, several unidentified

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

317's most with rockets  
Hand blown off by 20 mm - hit flak unit exploded  
7/8 R. Conley - waist-gunner before L.P.  
an excellent smoke screen

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

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES: rockets

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

R.S. Conley - shot down fighter after hand blown off

S-2 OFFICER R. Skala T/E COMPLETED

Need fighter support against rocket ships



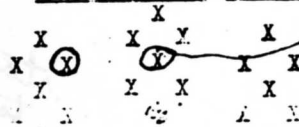
# INTERROGATION REPORT

SQUADRON 367 ~~XB-24~~ A/C Number 301 Letter P Date 10/14/43

Bomb Load 6 X 1000 H.E. Incend.

Time Took Off 10:25 Time Landed

## Position in Formation



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

See attached

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

CREW: Give Rank and Initials

1st. Lt. T.E. Kirk Pilot

F/O C.W. Cosper Co-P

2nd. Lt. J.L. Dougherty Nav.

2nd. Lt. J.A. Sparks Bomby

T/Sgt. G.G. Roberts Radio

S/Sgt. T.E. Boyd Top T.

S/Sgt. T.R. Hill Ball T.

S/Sgt. T.R. Kelly M. Waist

S/Sgt. R.E. Weber B. Waist

S/Sgt. C.A. Poff Tail G.

2. TARGET ATTACKED:

Primary Time: 14 40

Alternate Height: 24,000

Last Resort Heading 41° Mag.

Duration Bomb Run: 2 min.

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

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

Own Bombs: Saw Target clearly and plenty of smoke on impact. Couldn't see impact.

Other Bombing: No sign of smoke screen at target.

5. Any Photographs taken: Yes? No? Any Micks: Yes No

6. GROUND TARGETS ATTACKED BY GUNPIPE AND RESULTS: Number boxes dropped Number boxes returned

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

On course throughout except didn't go quite as far as after T.

8. WEATHER: (If it affected mission) Hazy before T. - clear over T. moved out of front at 8° E.

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

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

① Coast - scattered -

② 2°30 E. 49°40 N. Huge bursts of Flak - just ahead.

③ I. Mod. + very acc.

Crew observations about Flak:

There saw 4 others - joined them - our own - then Oxygen dropped to 1500

Each member out  
Bos. in car  
of + White in  
hole  
then But  
left  
Kirk  
in back  
behind

Lead  
then went  
to

into  
Kirk  
back into  
hole  
- just shot at I.P.

Target  
in lead  
three  
dropped  
down to  
10 min.  
afterward

with L  
A + B  
on fire  
mostly  
until  
5 min.  
of cloud

Good  
bombing  
run -

10. ENEMY FIGHTER OPPOSITION: 300-400

(Estimated total number of E/A seen.)

(Types)

Turins came in at about 8° East -  
and hit hard

(Location and direction of flight)

Singles soon after - they were mostly

on tail - some on

Turins 10-15 at a time on tail in line

(Tactics of E/A)

E/A using smoke cloud as deception -

Yellow nose FW 190's

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

Big burst over T. - bright reddish - then fighters

let up for a few minutes

fighters went out & circled round

(Our defensive action)

me 2105

from JU 88's sat back pumped

rockets - slow velocity -

2 or 3 guns fired at 1 time

11. FIGHTER SUPPORT

1 gun ea. side - 1 in nose? some

Met 47's at Coast way above Casted

about 5 min.

2. OBSERVATIONS: Give TIME, PLACE, HEIGHT (list any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

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, PLACE and TIME.)

15. DAMAGE TO A/C: (Briefly)

16. TECHNICAL FAILURES:

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

S-2 OFFICER

FILE COMPLETED

SQUADRON ~~265~~ 423 A/C Number 603 Letter H Date 14/10/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 1025 Time Landed 1755

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)

1st Lt. Virgil H. Jeffries Pilot

2nd Lt. T.R. McGalliard Co-P.

2nd Lt. W.H. Dickenson Nav. ✓

1st Lt. J.H. Moon Bomb. ✓

S/Sgt. R.G. Mowrer Radio ✓

T/Sgt. J.S. Porter, Jr. Top T. ✓

S/Sgt. Carl Shelley Ball T. ✓

S/Sgt. W.L. Threath, Jr. R. Waist ✓

S/Sgt. George Michaely L. Waist ✓

T/Sgt. H.C. Cordery Tail G. ✓

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

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

Own Bombs: Two busy with fighters did not follow

Other Bombing: Saw smoke thick result of bombing

5. Any Photographs taken: Yes? No?

Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

About as ordered.

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
------	-------	---------------	---	-----------------	---------------------------------------	----------

South of Kelen  
on way in

22900 Heavy moderate accurate.

1439 Primary

On way home target flak nil.

Crew observations about flak: Saw several B17's blow up

10. ENEMY FLIGHT - OBSERVATION:

300 1/2. - about 110 1/2.

(Estimated total number of E/A seen)

(Types)

1330 hrs first E/A detected passed close both 1/2 and 7/8. The and

(Location and length of flight)

from E/A continued to watch and about 15 minutes after, the E/A came

attacks level, several at times probably 4-5 min. 600 to 800 yds

About 75 allies on this 1/2.

(Tactics of E/A)

1/2 E has yellow cross underneath wing tips, the 1095 near, yellow

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

(Our defensive action)

C L A I M S

DESTROYED

4

PROBABLY

DAMAGED

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

11. FIGHTER SUPPORT

Saw P 47's going in, no escort coming

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

Attacks continued during bomb run. Flying parallel to our formation dropped smoking objects, probably bombs. Moderately high burst they could see silvery objects in clusters burning. INCIDENT TO FALLING A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or undetermined cause)

1/2 E. Attacking mostly from tail firing rockets, came in three or four at a time during these attacks 1/2 attempted to divert attention of other gunners.

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how

received, TIME and T.E.)

15.

15. DAMAGE TO A/C: (Briefly)

one critical two minor RW TT.

16. TECHNICAL FAILURES:

S/S. miserably

Flak holes, 20mm holes, wing spar damaged. Ran short of oxygen, had to use walk around battery. D.H. out. Brakes damaged no pressure.

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

Top turret gunner T/S Porter and T/S Right hand Threath, both burst. Gunner all in hospital and making claims on 1/2 destroyed.

S-2 OFFICER

Capl O. Glass

FILE COMPLETED

Should have ticket to flak home before another trip.



Start yesterday 2 hours ...

Coli ...

... target from ...

SQUADRON ... Letter U Date 14/10/43

Bomb Load 6 x 1000 H.E. Incend.

Time Took Off 1025 Time Landed 1745

Position in Formation

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

CREW: Give Rank and Initials

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

1st Lt. K.R. Bickett Pilot ✓

2nd Lt. R.B. Thompson Co-Pr ✓

2nd Lt. D. McCauley (368) Nav. ✓

2nd Lt. D.A. Cook Bomb. ✓

S/Sgt. W.A. Snedden Radio ✓

T/Sgt. L.C. Capper Top T. ✓

S/Sgt. J.H. Coleman Ball T. ✓

S/Sgt. J.P. Clarke R.Waist ✓

S/Sgt. H.C. Turner L.Waist ✓

S/Sgt. J.C. Dehler Tail G. ✓

2. TARGET ATTACKED:

Primary Time: 1440

Alternate Height: 24000

Last Resort Heading ?  
(circle)

Duration Bomb Run:

Dropped on leader

3. Number of BOMBS dropped on target: 6 x 1000 Jettisoned: Returned: abortive:

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

Own Bombs:

Killed 1st ...

Other Bombing:

5. Any Photographs taken: Yes? No

Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes returned

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

Great out ...

8. WEATHER: (If it affected mission) Clear 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 Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	------------------------------------	----------

Target pretty good but not accurate  
Intermittent inaccurate (low to high) on way in.

Observations about Flak:

not hit

10. THEY FIRST SIGHTED WHEN:

300 feet. More than expected. Lots of D0217s this time.  
 (Estimated total number of A/C seen)  
 first group was at Rhine where event left on. kept with us to 20-30 minutes  
 after target. Direct attacks up to target then fighters pulled on another.  
 (Location and length of fight)

11. THEY FIRST SIGHTED WHEN: Beam attacks with D0217s from 1000 ft.  
 D0217s. Lots of D0217s. You can see them. Most of middle of formation. 3 pieces  
 flew up which in formation says that from rockets. heard 8.15 from you ahead.

3 E/A. at first were dropping stuff that landed all over down (think?)  
 → Every time I heard 20 mm bursts all around it. ←

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

2 E/A's down in air on my back.

(Our defensive action)

Our formation good until fighters pulled off a  
 few. One in perfect formation down up  
 inside still in.

CLAIMS

DESTROYED

PROBABLY

DAMAGED

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

Wanted down grate a  
 few but no claim. Don't know  
 who got them.

1. FIGHTER SUPPORT

Good on my in. But downed it on my out.

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military  
 importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy  
 signals, activity at airdromes, ports, water-ways, roads, railroad yards; con-  
 centrations of vehicles, troops, vessels; landmarks, new enemy installations,  
 etc.)

none. Lots of hangars on Rhine.

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

15.

15. DAMAGE TO A/C: (Briefly)

none. Holes in wing - yours etc.

16. TECHNICAL FAILURES:

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

Can't make this like that without fighter support.

S-2 OFFICER

Capt. Baldwin

FILE COMPLETED

SQUADRON ~~357~~ 423 A/C Number 812 Letter Q Date 14/10/43

Bomb Load 6 x 1000 H.E. Incendi.

Position in Formation

Time Took Off 1025 Time Landed 1410

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, tail  
details)

1st Lt. C.E. Munger Pilot

1st Lt. H.J. Engel Co-P

1st Lt. R.D. Barton Nav.

2nd Lt. Leon Feldman Bomb.

T/Sgt. E.J. Borlik Radio

T/Sgt. H.W. Hawkes Top T.

S/Sgt. J.T. Brinkman Ball T.

S/Sgt. J.L. Braman R.Waist

S/Sgt. J.H. Jessup L.Waist

S/Sgt. L.B. Parks Tail G.

2. TARGET ATTACHED:

Primary Time: 1312 hrs.

Alternate Height:

Last Resort Heading  
(circle)

Duration Bomb Run:

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

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

Own Bombs:

Other Bombing:

5. Any Photographs taken: Yes? No?

Any Kickals: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes returned

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 or A/C	Type (light, or heavy), intense, moderate or slight.	Color of bursts	Location	Accuracy Bursts in re- lation to A/C
------	-------	---------------------	--	-----------------------	----------	--

Crew observations about Flak:

AC. 37. *after the 1st engine on fire. 1st engine, then arrived when he*  
10. *peeled off.*

(Estimated total number of E/A seen)

(1, 2, 3)

*Jackson 710 #2 engine on fire. Lots of big flames. 4 chutes. before*

(Location and length of fight)

*target. #3 engine on fire. 10 ft.*

*1 peeled off to right before target 3 chutes.*

(Tactics of E/A)

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

(Our defensive action)

### CLAIMS

DESTROYED \_\_\_\_\_

PROBABLY \_\_\_\_\_

DAMAGED \_\_\_\_\_

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

### 1. FIGHTER SUPPORT

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals, activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

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)

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

15.

15. DAMAGE TO A/C: (Briefly)

(6) A. INTERCOMBAT FORM  
SQUADRON 567 108-269-2122 A/C Number 767 Letter Y Date 14/10/43

Bomb Load 6 X 1000H.E. Incend.

Time Took Off 10:25 Time Landed 1730

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

Position in Formation  
X  
X X X X  
X X X X X  
X X X X X  
X X X X X  
X X X X X

CREW: Give Rank and Initials

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

1st. Lt. J.W. Tackmier Pilot

2nd. Lt. D.L. Jacobs Co-P

1st. Lt. C.D. Moore Nav.

1st. Lt. W.F. Morev Bomb.

T/Sgt. A.E. Coulter Radio

T/Sgt. J. Argentos Top T.

S/Sgt. J.E. Corcoran Ball T.

S/Sgt. H. Sall R.Waist.

S/Sgt. H.E. Twing L.Waist

S/Sgt J.P. Bloom Tail G.

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

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

Own Bombs:

Other Bombing:

5. Any Photographs taken: Yes? No?

Any Nickels: Yes No

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number boxes returned

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
------	-------	---------------	---	-----------------	------------------------------------	----------

Domburg - meager about three bursts.  
Woensdrecht - just behind high squadron, 4 to 6 bursts.

Crew observations about Flak:

More flak from Domburg on way out.

10. ENEMY FIGHTER OPERATION:

*saw 2 S/E enemy sent to below -- they did not*  
(Estimated total number of E/A seen) (Types)

*came out to attack*  
(Location and length of fight)

(Tactics of E/A)

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

(Our defensive action)

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

11. FIGHTER SUPPORT

*good*

12. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations,

*saw B-17 from another group drop his bombs in Holland*

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, PLACE and TIME.)

15. ☒

15. DELAY TO A/C: (Briefly)

16. TECHNICAL FAILURES:

*Linkage on supercharger broken*

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

S-2 OFFICER

*Murtha*

FILE COMPLETED



# INTERROGATION FORM

SQUADRON 367 ~~WFO 0367~~ A/C Number 728 Letter S Date 10/14/43

Bomb Load 6 x 1000 H.E. Incend.

Position in Formation

Time Took Off 10:25 Time Landed

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:

13:21 - over Antwerp? - hit  
by Flak apparently - went  
into flames - then into  
clouds straight  
down -  
no chutes seen.

Dropped back  
to the rear  
of the formation

CREW: Give Rank and Initials

1st. Lt. Z.D. Davis Pilot

1st. Lt. I.R. Elliot Co-P

1st. Lt. H.C. Edelstein Nav.

2nd. Lt. C.L. Couch Bomb.

T/Sgt. L.C. McCullar Radio

T/Sgt. G.T. Webb Top T.

S/Sgt. D.J. Foster Ball T.

Sgt. E.E. Ball R.Waist

Sgt. F.M. Shade L.Waist

S/Sgt. D.J. Antonelli Tail G.

Crossed Enemy  
Coast 13:08

Turned  
back at  
13:20  
51:16 N.  
04:35 E.

2. TARGET ATTACKED:

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:

13:23 - Jettisoned, approximately, in East end  
of Scheldt mouth

After Turning, Pilot did heavy evasive action

Other Bombing: to shake Fighters -

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

Any Nickels: Yes (No)

Number boxes dropped

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes returned

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

Entered Enemy Coast 5 mi. S. of Course -

WEATHER: (If it affected mission) 10/10 at 3000' over Dutch

Coast - dissipating to 3/10 over England at 1000'

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 accuracy Bursts in re- lation to A/C
------	-------	---------------------	--	-----------------------	--

Only at distance.

Crew observations about Flak:

Lost  
Group  
when  
Tackman  
aborted  
+ Group  
5" ahead  
around  
ahead  
Coyled  
then

Combat  
Wing  
made  
several  
360's  
over  
Belgium?  
apparently  
trying  
to  
rendezvous  
with  
other  
Group?

10. ENEMY FIGHTER OBSERVATION: *S - Mostly 190's*

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

*Came in just as this a/c turned back -*  
(Location and direction of flight)  
*(Had been hitting a group ahead) - then hit*  
*this a/c - already alone on sides & from*  
*the tail - pressed in hard.*

(Tactics of E/A)

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

(Our defensive action)

C L A I M S

DESTROYED *1*

PROBABLY

DAMAGED

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

11. FIGHTER SUPPORT

*Good but high -*

2. OBSERVATIONS: Give TIME, PLACE, HEIGHT (List any observations of military importance such as balloons, decoys, dummys, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, 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, PLACE and TIME.)

15. DAMAGE TO A/C: (Briefly)

*30 cal. holes.*

16. TECHNICAL FAILURES:

*Spar Left Wing*

*Right Wing  
T.G. Corb.*

*M 2109 at 13:25  
Came from 3 high,  
in from 30' clock  
and across tail  
and blew up at about  
300 yds. Level -*

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

S-2 OFFICER

*Wald*

TIME CO. FILLED



Group 30

Date 14 October 1943

Squadron 423

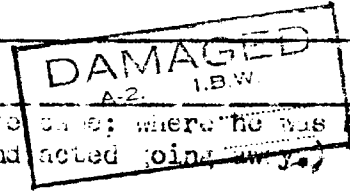
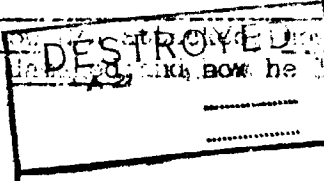
Place where attacked \_\_\_\_\_

A/C No. 603

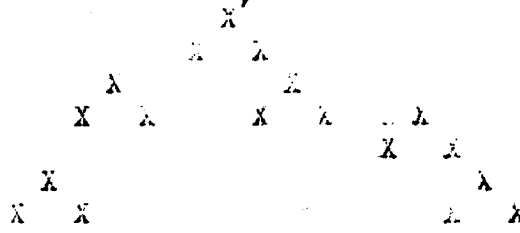
Time 1410 height 20,000

1. Story of the attack-- Two P-39's attacked our plane from 3 o'clock, one right after the other. A. Faust gunner fired at them, one after the other. The first started burning when six hundred yards off and the second one (not sure of distance 10-15 feet apart from the first) almost immediately caught fire. They headed down past line of sight. A. Faust gunner saw these two head on and says flames burned and more intensely as they approached ground. All three saw one plane hit and insists that both were certain because of intensity of fire raging when last seen.

(Include above information at destroyed; where he was hit; how much he was damaged; how he looked and acted going away.)



2. Diagram of Attack:



On Diagram, show

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

Data on Combat

- a. our heading 1150
- b. visibility Clear
- c. type of A/C 2 P-39's
- d. level of attack;

From high above \_\_\_\_\_ o'clock  
level 3 o'clock  
below \_\_\_\_\_ o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.

(check One)

Names Sgt. William L. Threalt, Jr. 14072711  
1118 Buchanan Ave., Charlotte, N. Carolina  
Positions Right Waist

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

Corroborated by Sgt. Shalley  
Position in A/C Ball turret

Other A/C firing at the same time? None

5. Comments of the interrogator: A kill. Claimant was hospitalized for  
wounds received on this mission.

If formation was very different from standard, show on back of sheet. Time \_\_\_\_\_ Interrogator Capt. Baldwin

Group 306  
 Squadron 367  
 A/C No. 722

**CONFIDENTIAL**

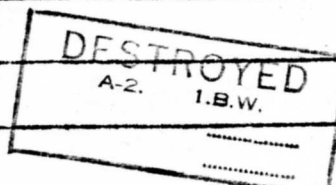
Date 11/10/43

Place where attacked \_\_\_\_\_

Time 13:25

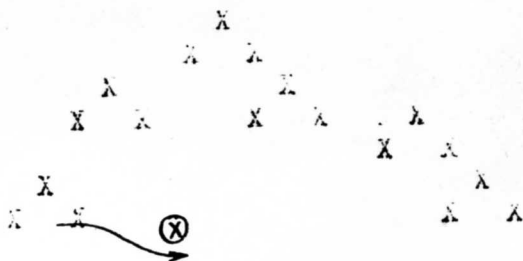
Height 18,000

1. Story of the attack-- E/A came in from three o'clock high and Right Waist  
Gunner got in a long burst. When the E/A crossed tail of this A/C it blew up  
about 300 yds behind.



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

2. Diagram of Attack:



On Diagram, show

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

Data on Combat

- our heading Doing evasive action.
- visibility clear
- type of E/A ME 109
- level of attack;

From high above 3 o'clock  
 level o'clock  
 below o'clock  
 very low o'clock

(check  
 One)

3. Our Gun Positions Firing on E/A.

Names Sgt Bennett E. Ball 17035260

Positions- Right Waist

Montgomery City, Missouri.

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

Corroborated by S/Sgt E.J. Antonelli  
 Position in A/C Tail Gunner

Other A/C firing at the same time? No

5. Comments of the interrogator: A certain destroyed

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

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

Capt A.W. Wald

17035260

Group 306th.

Date 14/10/43.

Squadron 423rd.

Place where attacked SCHWEINFURT

A/C No. 603

Time 1/15 Height 24,000

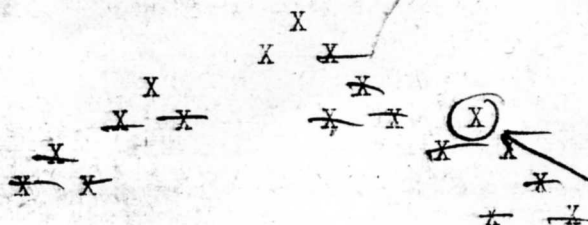
1. Story of the attack:-

"SEE ATTACHED NARRATIVE"

When the first Ju88 came, Porter, though wounded, set the direction dial for 40 feet, framed him as E/A fired his rockets and then as he started to break away, gave him a long burst. A large piece which Porter thought was the right engine of E/A broke off. E/A rolled over on its back as the pilot bailed out. Porter called over microphone to Co-Pilot Lt. T.R. McCalliard, "There's one down - mark him up for me, Tex". Co-Pilot says he saw this Ju88 as it came out from under his right wing, that E/A was in a spin and went down completely out of control.

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

2. Diagram of attack:



On Diagram, show  
a. which of our A/C was attacked;  
b. Direction of E/A attack;  
c. Sun position.

Data on Combat  
a. our heading 160  
b. visibility good  
c. type of E/A JU-88  
d. level of attack;  
From high above 5 O'clock  
level 0 O'clock  
(Check below 0 O'clock  
One) very low 0 O'clock

3. Our Gun Positions Firing on E/A.

Names T/Sgt. J. S. Porter, 33279509, Vandergrift, Pa.

Positions Top Turret Gunner

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

Corroborated by Lt. John H. Moon

Position in A/C Bombardier

Other A/C firing at the same time? No.

5. Comments of the interrogator:

Gunner has been in hospital due to wounds from this mission.

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

Time 0900 24/11/43 Interrogator

Lt. Hogg.

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

APD 634  
24 November, 1943

SUBJECT: Combat Claims Report

TO : A-2, First Bomb Division

T/Sgt. J.S. Porter flew as top turret gunner on A/C 603, piloted by Lt. Jeffries on the Schweinfurt raid of October 14, 1943. Approximately at the I.P. the 306th Group was attacked by a combination of S/E and T/E enemy fighters, the latter firing rockets to good effect into our formation. In but a few moments only five of the original 15 A/C remained in the air, including one A/C in the low squadron, two in the lead squadron and A/C 603 with A/C 606 on its wing in the high squadron. During these first attacks a S/E fighter, making a head on attack, fired a burst at A/C 603, one bullet (a .303) just missing Lt. Jeffries but hitting T/Sgt. Porter and passing entirely through the calf of his leg, grazing but missing the shin bone. Despite intense pain T/Sgt. Porter stood by his guns. A moment later 6 Ju88s came in from above and at 5 o'clock in perfect formation (two elements of three each). At 400 yards these E/A got into single file, fired two rockets each and then peeled off to the right and dove away.

When the first Ju88 came in, Porter, though wounded, set the direction dial for 40 feet, framed him as E/A fired his rockets and then as he started to break away, gave him a long burst. A large piece which Porter thought was the right engine of E/A broke off. E/A rolled over on its back as the pilot bailed out. Porter called over microphone to Co-Pilot Lt. T.R. McCalliard, "There's one down - mark him up for me, Tex". Co-Pilot says he saw this Ju88 as it came out from under his right wing, that E/A was in a spin and went down completely out of control.

In the meantime, T/Sgt. Porter again "framed" the third Ju88 and again fired a long burst with E/A "in his sights" and 400 to 350 yards away. E/A broke into flames, which, as it passed beneath our A/C, completely enveloped it. Porter called again over the interphone "There's one for you, Jeff" (meaning Lt. Jeffries, the Pilot). This A/C was picked up by Lt. John H. Moon, bombardier, who says it went into a tight spin and was still spinning and "wrapped" in high flames when last seen.

It is interrogator's firm belief that these claims are honest, that they don't conflict with other claims made on the same raid and they should be given full and complete credence.

ROBERT MOGG  
1st. Lt. AC  
Group 3-2



Group 306  
 Squadron 369  
 A/C No. 782

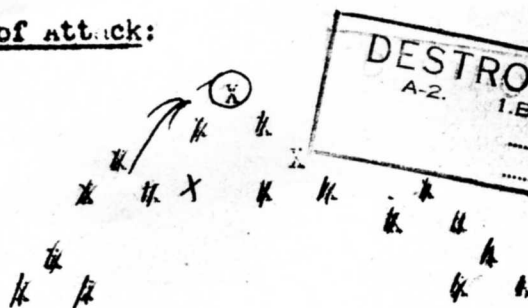
**CONFIDENTIAL**

Date 11/10/43  
 Place where attacked Near I.P.  
 Time 14:30 Height 23,000

1. Story of the attack-- T/Sgt R.J. Conley Left Waist Gunner was hit by a 20mm at about 14:25 result his left hand was blown off. Gunner went back to gun after tourniquet was applied by Right Waist Gunner. E/A FW 190 attacked between 7:30 and 8:00 o'clock, slightly low Left Waist Gunner opened fire at close range at about 150 yds E/A was seen to Explode. Left Waist Gunner then passed out for few minutes, came to and tried to fight again.

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

2. Diagram of Attack:



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

Data on Combat

a. our heading 140°  
 b. visibility good  
 c. type of E/A FW 190 Yellow Nose  
 d. level of attack;  
 From high above 8 o'clock  
 level 8 o'clock  
 below 7:30 o'clock  
 very low 5 o'clock

3. Our Gun Positions Firing on E/A.

Names T/Sgt Robert J. Conley 16036253

Positions- Left Waist

(check  
 One) 634 Pine  
Chicago, Ill.

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

Corroborated by S/Sgt B. H. Perlmutter  
 Position in A/C Right Waist

T/Sgt J.C. Stoner  
Top Turret

Other A/C firing at the same time? None around

5. Comments of the interrogator: Destroyed

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

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

Capt R. Skalak

Group 360Date 1/1/54Squadron 369A/C No. 109Place where attacked 10 miles beforetime 11:34 height 1000**CONFIDENTIAL**

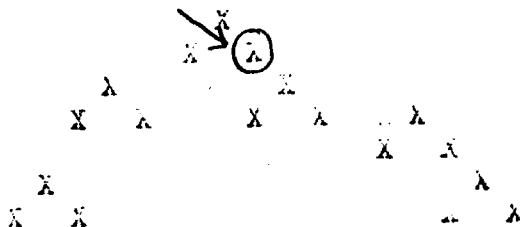
## 1. Story of the attack--

cut to him and came back at 10 O'clock at us. Navigator fired and he went down. Little smoke was seen and pilot bailed out.

DESTROYED  
A.C. 109

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

## 2. Diagram of Attack:



## On Diagram show

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

## Data on Combat

- our heading
- visibility Good
- type of E/A 109
- level of attack;

From high above 10 o'clock  
level 0 o'clock  
below 0 o'clock  
very low 0 o'clock

## 3. Our Gun Positions Firing on E/A.

(check  
One)

Names 2nd Lt. Dudley H. Fay Jr., USN 0-80124  
1628 Columbia Road, Washington, D.C.  
Positions- Navigator

## 4. If E/A was Shot Down or Damaged:

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

## 5. Comments of the interrogator: \_\_\_\_\_

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

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

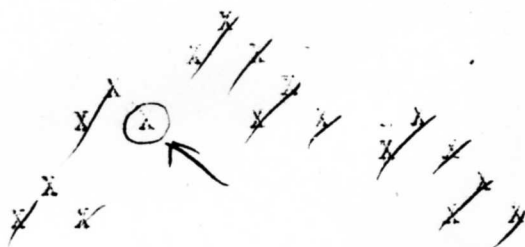
1st Lt. E.H. Pool

Group 306Date 11/10/43Squadron 367**CONFIDENTIAL**Place where attacked 48°55'N, 10°05'EA/C No. 301Time 14:37Height 24,000

1. Story of the attack-- E/A came in low from 4 o'clock, fired rocket and kept coming in. Ball Turret Gunner opened up at 600 yds, and kept firing as E/A passed under our A/C. When 200 yds away at 8 o'clock E/A turned over and one man bailed out. E/A lost control. Further results not seen.

**DAMAGED**

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

2. Diagram of Attack:

On Diagram, show

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

Data on Combat

- our heading
- visibility good
- type of E/A JU-88
- level of attack;

From high above \_\_\_\_\_ o'clock  
level \_\_\_\_\_ o'clock  
below 4 o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.Name S/Sgt Thomas R. Hill 38209877Position Ball Turret

Route #2  
Holly Grove, Ark.

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

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

5. Comments of the interrogator: A certain

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

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

Capt A.W. Weld

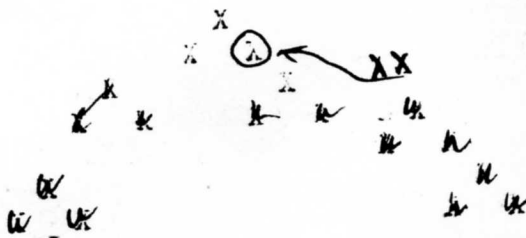
Date 14/10/43Group 306Squadron 369A/C No. 169**CONFIDENTIAL**Place where attacked Just after target  
Time 1447 Height 23,000

1. Story of the attack-- One ME 110 was attacking the high squadron (all that was left was two ships) then came in at three o'clock high and was fired on by Right Waist Gunner. A/C dropped down smoking a little.

NO CLAIM

A-2. I.B.W.

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

2. Diagram of Attack:

On Diagram, show

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

Data on Combat

- a. our heading \_\_\_\_\_  
b. visibility good  
c. type of E/A ME 110  
d. level of attack;

From high above 3 o'clock  
level \_\_\_\_\_ o'clock  
below \_\_\_\_\_ o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A.Names Sgt Albert E. Sewald13107091Positions Right Waist3116 Inglis St  
Pittsburgh, Pa.

## 4. If E/A was Shot Down or Damaged:

Corroborated by S/Sgt D.J. WilliamsPosition in A/C Ball Turret

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

## 5. Comments of the interrogator: \_\_\_\_\_

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

Time \_\_\_\_\_

Interrogator \_\_\_\_\_

1st Lt. B.H. Pool



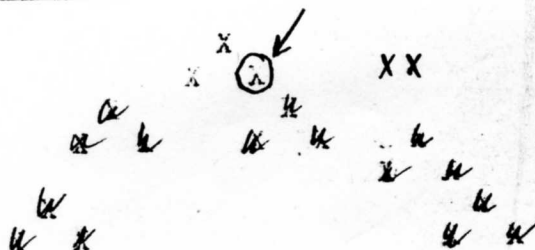
Group 306Date 10/14/43Squadron 369**CONFIDENTIAL**Place where attacked Before takenA/C No. 169Time 1408 height 23,000'

1. Story of the attack-- F. H. 190 attacked group ahead, then came down beneath other group and came up below us and in front of us. A/C busted up. Hint came off - his flash.

**DESTROYED**

A-2 I.B.W.

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

2. Diagram of Attack:

On Diagram, show

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

Data on Combat

- a. our heading \_\_\_\_\_  
b. visibility Good  
c. type of E/A F.H. 190  
d. level of attack;  
From high above \_\_\_\_\_ o'clock  
level 2 o'clock  
below \_\_\_\_\_ o'clock  
very low \_\_\_\_\_ o'clock

3. Our Gun Positions Firing on E/A:(check  
One)

Names Sgt. Duncan J. Williams, ASN 11071133  
42 Birch Street, Worcester, Mass.  
Position Ball Turret

## 4. If E/A was Shot Down or Damaged:

Corroborated by \_\_\_\_\_  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

## 5. Comments of the interrogator: \_\_\_\_\_

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

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

1st Lt. B.H. Pool

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
UNITED STATES ARMY

IMMEDIATE RELEASE  
NUMBER 8084

14-October-1943

QUOTES ON TODAY'S RAID (SCHWEINFURT)

Maj. T. R. Diltz, 23, Saginal, Tex., flying on the Fort "Miracle Pride," commented: "When we reached the target, smoke was boiling up as far as I could see or more; there were fires all over the target area. I've never seen anything like it!"

T/Sgt. Ancel Lode, Jr., 23, of Ardmore, Okla., radio operator on the Fort "Temptation" said: "The bombs hit the target right smack on."

S/Sgt. Don McKelvey, 26, of Miami, Fla., radio operator, on the Fort "Miss My," declared, "We couldn't have asked for a better target. Today the fighters were very bold."

2nd Lt. Robert Irwin, 27, of Los Angeles, Calif., on the Fort, "Pochantas," said: "We came in over the target and got a good, clean hit."

S/Sgt. Richard Rucker, 21, of Fort Wayne, Ind., waist gunner on the Fort "Pochantas," said: "On leaving the target, I could see smoke all over the area."

S/Sgt. Joseph Pomy, 26, of 203 Colum St., Peoria, Ill., ball turret gunner on the Fort "Temptation" said: "An FW 190 came in a little low. I picked him up about 700 yards out, gave him a couple of bursts and he exploded about 400 yards from our ships."

1st Lt. Howard Simmammon, 23, of 3013 N. Franklin St., Philadelphia, Pa., navigator of the Fort, "Miss Behave," explained "We dropped our bombs, and now, there was a boil of smoke that came up to meet us."

1st Lt. Max C. Greze, 22, of 4713 Jarbo St., Kansas City, Mo., bombardier on the Fort "Lil One," said: "We went right in there and hit the aiming point on the nose. Flak broke the glass above the pilot's cockpit and took a chunk of metal out of number 3 prop."

2nd Lt. Sidney W. Alfred, 25, of 3313 Paul Ave., Bellot, Wisc., bombardier of the Fort "Slightly Dangerous" declared: "Hits were right in there. I never saw so much black smoke."

T/Sgt. Salvadore Sardo, 25, from Araiton, N.J., radio operator on the Fort "Slightly Dangerous" said: "There were fighters on us. They attacked other formations worse than they did us."

S/Sgt. D. O. Ellis, Newcastle, Ind., commented: "The bombing looked good. The Germans were using two-engined fighters in the formation, coming up behind us."

Sgt. T. A. Butts, Rockwood, Mich., ball turret gunner commented: "We ran into everything, and saw fighters all over the place. The bombing looked good to me."

2nd Lt. S. E. Mauro, 8835 195th St., Hollis, L.I., N.Y., a pilot, said: "There was lots of action around us, but we missed the most of it. It was a nice mission with a good bomb run."

T/Sgt. John K. Bard, 28, of Fort Blackmore, Va., radio operator on "Hard Luck," said: "An ME 210 came in high on the tail and I let him have it at 200 yards. He peeled and dropped about 5,000 feet. Then the pilot hit the silk."

2nd Lt. Yandell S. Warren, 25, of Genson, Miss., co-pilot, of the Fort "Hard Luck" commented "I couldn't see the target for the smoke and debris which rose to about 5,000 feet. It was very accurate bombing, right on the nose."

2nd Lt. Robert W. Saunders, 22, of Moorcrest, Wyo., navigator of the Fort "Royal Flush" said: "When we got through, the target was blanketed in smoke and flames. Our bombing was good. We ran into plenty of fighters on the way back."

1st Lt. Nathaniel Mencow, 24, of 21 Strathmore Rd., Worcestershire, Mass., navigator of the Fort "Betty Boop, Thw Pitsol of Packing Mamma," said: "The bombing was swell."

S/Sgt. William Ames, 25, 3724 S. E. Franklin St., Portland, Ore., ball turret gunner on the Fort "Lula Belle," said: "A good share of our bombs hit our main objective. The fighters were very persistent, but they didn't press home their attacks."

2nd Lt. Frederick B. Albert, 24, 1888 Arthur Ave., Bronx, N.Y.C., navigator of "Merry Pat," said: "The target was burning fiercely when we started our bomb run. We put our bomb right in with others."

T/Sgt. R. R. Johnson, 20, of Bogosa, N.J., radio operator, on the Fort "Sleepy Time Cal," said: "I think the bombing was good. We hit a lot of fighters, mainly at the target."

S/Sgt. David E. Rooney, 21, Chelmsford, Mass., waist gunner on the Fort "Lady Liz"

- MORE -

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
UNITED STATES ARMY

IMMEDIATE RELEASE  
NUMBER 8085

15 October 1943

ADDITIONAL QUOTES

"The Germans worked over us for two hours," said Capt. Orville Oldham, of San Diego, Calif., who flew on today's mission as a tail gunner. "It was the first time I was over on a raid where I doubted that I would get back."

Maj. George W. Harris, Jr., 27, of Beverly Hills, Calif., leader of another formation in today's attack, said he was satisfied that Schweinfurt was well hit in spite of concentrated enemy attacks.

"The German fighters picked us up miles from the target," said Major Harris. He piloted the Fortress "Battlewagon."

Major Harris's bombardier, Capt. James C. McClanahan, 26, of Hartsville, Tenn., said: "Schweinfurt was a mass of smoke and flames as his formation turned off the target."

"The visibility was good," he declared. "I saw bombs hit, and I can say we did a good job. There was an explosion, and, suddenly, a big flash of fire right in the center of everything. We got even with them today."

"Our bombardier had a 5-minute straight run and dropped his bombs with excellent results," said Lt. Col. W. Rohr, of Teaneck, N.J., who piloted the Fortress "Ragin' Red." "We had continuous and persistent fighter attack for more than an hour and a half before reaching the target. On the way home we were still under attack from the fighters. This, in our opinion, was the roughest raid I have ever been on, but I am ready to go again any time."

"It was certainly no picnic," said Major George G. Shackley, of Greenwood Lake, N.J., who led another group as co-pilot of the Fort, "Ted's Flying Circus" with Capt. Frank G. Chapman, of Old Orchard, Me., as pilot. "The visibility was good over Schweinfurt. We had no difficulty in distinguishing the target and we made a good bombing run, despite the fact that they put up a heavy barrage of flak and had plenty of fighters buzzing around. I believe our bombs caught the right of the target, but I'll wait for the pictures before I say any more. There was a hell of a lot of fighters of all types in the air against us. They were coming out of the sun, right through the formation, going like hell, blazing away with every gun. When we first came in, it looked like the first Schweinfurt mission. We were hit by 50 or more FW's and ME's, a few minutes past the coast. They made several passes at us, but we were able to break up their attack."

"It was the roughest raid I have ever been on and ever hope to be on," said Capt. James J. McLaughlin, of Charleston, W. Va., a veteran of 19 missions over Nazi Europe.

"We really hit the target today," declared 1st. Lt. Richard H. Sperry, of Norwalk, Conn.

Lt. Col. Theodore R. Milton, of Washington, D. C., said, "The enemy fighters attacked shortly after they had started their penetration of the continent. They remained with us all the way into the target," he added. "We had about an hour and a half running battle with more than 200 Nazi fighters. The weather was good in the vicinity of the target and we had a long bombing run without interruption. The bombing looked good."

Major John R. Blaylock, Council Bluffs, Iowa, who piloted the Fortress "The Luckless" in another group, said the enemy fighters hit back halfway between the coast and the Ruhr. "The closer we approached to the target, the tougher they became," Major Blaylock declared.

"I didn't see a bomb land," said 1st. Lt. Neil P. Conroy, of Los Angeles, Calif., bombardier on the Fort "Amatol." "But the city stood out like a picture, and we had a good bomb run."

"I should say the bombing was good," said 1st. Lt. Wilson W. Cupp, of Newark, N.J., lead bombardier. "There was plenty of smoke down below" after we passed over Schweinfurt."

"It was clear when we got over the target and I believe we plastered the town," said 1st. Lt. George W. Heinz, of Skokie, Ill., bombardier on the Fort "Miss Romance." "It looked to me as though a few of our bombs were right on the factory."

"The main cluster of bombs hit in a tight clump in one piece near the river," said S/Sgt. William Whittington, of Baton Rouge, La., ball turret gunner on the Fort "Full Bonet." "A few about four exploded on what looked like barracks."

commented: "We ran into about 100 fighters up there today. I got in a lot of shooting."  
Capt. John J. Weeding, 25, Augusta, Kan., pilot of "Good Time Charley, III." said: "Bombs blanketed the target nicely."

S/Sgt. Clyde Burkhardt, 22, Maestown, Ill., a ball turret gunner, said: "Bombing was damned good today, right in the group's pattern."

2nd. Lt. Charles S. Bance, 23, Rhineclay, Va., bombardier on the Fort "Piccadilly Virgin," said: "On the back ledge, I could see where smoke was coming from all points."

2nd. Lt. Edward Hearty, 26, of 179 Elisabeth St., Staten Island, N.Y., bombardier on the Fort "San Antonio Wise," commented: "The bombing looked plenty good to me. The group ahead of us had covered two areas, which had raised lots of smoke. Our target was just in the clear. After we dropped our bombs, that spot was smoke covered also. The fighter escort was swell."

2nd. Lt. Sam Garsaro, 26, Bloomfield, N.J., navigator of "Rambling Sweetheart," said: "I had a good view of the target, and saw thick heavy smoke spreading over Schweinfurt after the bombs dropped."

S/Sgt. Donald E. White, 22, North Bennington, Vt., top turret gunner on the Fort "Lonesome Polecat" reported: "It was the best pattern of concentrated bombing I've seen. I got an ME 110 as he was peeling off high, coming in on our tail."

S/Sgt. William R. Mortimer, 24, of Riversburg, Pa., ball turret gunner, said: "We really smashed that ball bearing factory. When we left it was just a mass of smoke and flames. Our bombs were all concentrated right on the target. Every kind of German fighter was in the air. They were mainly twin-engined jobs."

S/Sgt. Orville Sulkerson, 22, of Owensburg, Ky., tail gunner on the Fort "Dull Tool," said: "The German fighters were breaking off their attacks at 800 yards."

Capt. Robert D. Brown, 22, of 2210 La Grange, Houston, Tex., pilot of the Fort "Cable in the Sky," said: "We made our run over the target. That was enough."

1st. Lt. Perry D. Row, 25, of 216 South Topeka St., Wichita, Kan., pilot of the Fort "Phyllis Marie," said: "A rocket went just over our right wing, between the in-board engine and the cockpit. We could see it coming from a long way off. When it went by it was just a big red brock."

T/Sgt. Johnny Williams, 30, of 3136 Kenfield Ave., Los Angeles, Calif., a photographer flying on the Fort "Tet Note" declared: "Boy what a slug feast, a piece of flak knocked a hole as big as my fist in the fuselage."

END

November 5, 1943

Dear Mrs Vaughten,

Your letter of Oct. 30th arrived today, which is quite remarkable as most of the mail takes about three weeks now.

I probably should apologize for not writing you much sooner than this, but maybe I can explain. First I think the most important thing I can say is that I am almost certain that Jim is O.K. I will try to give you as clear a picture, of what happened that day, as I am able.

No doubt you have read that we had the biggest air battle that has ever been. It was my second raid with my own crew, so I can thank God that he permitted me to get safely through it. I was flying on the right wing of the lead ship of the Group - Ralph Peters and Jim were on the left wing, so I had them in constant view. Almost immediately after the attack began, Ralph's ship dropped back in the formation, however, they soon pushed back into position. After flying along for a few minutes, the ship pulled out slightly to

the side of the formation and opened the bomb bay doors. They dropped the bombs, closed the doors and rejoined the formation, apparently in good shape. This would indicate that Jim was O.K. because if the pilot had dropped the bombs, he would have been unable to close the doors.

After their bombs were away, they came back into formation and went to the target with us and then started on the homeward journey. At some time after that (I can't say just how long because things were happening too fast) I noticed Jim's ship pull off to the side and then lost sight of them completely.

When the fighting had subsided, I started questioning my crew as to the whereabouts of Petro's ship. It was then that I learned they had abandoned the plane. Here is the story as my Navigator and tail gunner told it. When the ship pulled over behind us, and to the side, the pilot apparently set up the automatic pilot and gave the order to jump. My navigator said that it was very orderly - they jettisoned the escape hatch doors, and the fellows started

jumping out of the ship. At that point, he also lost sight of the plane. My tail gunner added that he saw all ten of the chutes open. Of course, there may have been some injuries, however they could not have been very bad since they were all able to jump and get out O.K.

It was quite a relief to get back to the home base and talk to my crew and having them tell me that all of the fellows got out O.K.

We were very lucky on that raid. Only one of our crew was wounded, the engineer was hit by a piece of flak which broke his leg. He is getting along very well, however. It was the roughest thing I have ever seen, and it was three days later before I was able to sleep normally again. For quite a while I had great difficulty writing letters to anyone, even my wife. I am sorry that I didn't write to let you know sooner, but I hope you won't feel too harshly toward me.

Perhaps by the time you receive this letter you will have heard from Jim, however,



if you don't get word that he is a prisoner of war,  
don't give up hope because he may even now  
be making good an escape from enemy territory.

We have had quite a few men get out of  
there, so I am hoping that they are on the  
way out now. If you should receive word  
that Jim is a prisoner of war won't you please  
write me about it? I would appreciate hearing  
from you from time to time, even though you  
may not receive word from Jim. If we hear  
anything over here, you may rest assured that  
I will let you know of it as soon as possible.

I sincerely hope that this letter  
will somewhat lighten the burden you have  
been carrying and I also hope that it will  
be a comfort to Jim's mother. Please tell  
her for me that I am certain he is alive  
and that we shall all see him again when  
the war is over, if not before.

Thank you so much for the very kind  
remarks in your letter. I am looking forward  
to the day when I shall be able to meet  
all of you and to talk to Jim again to  
compare notes with him. Sincerely, Foster



Charles Schoolfield says

that Gen. Orval Anderson insisted on 2nd Schweinfurt that the withdrawal take place south of Paris. If it had been along the route of penetration, the loss would have been well above 60 bombers.

809 Brickell Road, N.W.  
Huntsville, Alabama 35805  
August 13, 1979

Mr. Russell A. Strong  
Editor of 306th Echoes  
In care of  
William M. Collins, Jr.  
2973 Heatherbrae Drive  
Poland, Ohio 44514

To the Editor:

I should like to make several minor corrections to John E. Cocoran's letter published in the last issue. I was the navigator on Richard Butler's crew that day. We went down between Wurtzburg and Schweinfurt; it was someone else that reported seeing nine parachutes from Butler's plane, not Cocoran. All ten of us did bail out and survive. Heyburn died in 1976 in Louisville, Kentucky. I saw Harris last October in Dayton, Ohio.

Most of the crews of our two-wing planes, piloted by Bisson and White, died that day. The only plane in the squadron completing the mission and returning to England was piloted by Kirk. It was probably Kirk's co-pilot, Ian Eliot, who reported the nine parachutes. I understand that Ian Eliot, as first pilot leading the group, crashed on take-off in about January, 1944 with no survivors. And, incidentally, Eliot was the co-pilot on my crew crossing the Atlantic in June, 1943.

Surely, someday, someone will find a way for we human beings to live in peace on the planet earth.

I am enclosing a small check for postage.

Sincerely,

*H. Kenneth McCaleb*

H. Kenneth McCaleb

*200*