

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP  
OFFICE OF THE OPERATIONS OFFICER

APO 634  
12 June 1943.

SUBJECT: S-3 Narrative Report.

TO: Commanding Officer, 95th Bomb. Gr. (H).

1. The 95th Bomb Group was alerted for a maximum effort mission at 1740 June 11, 1943 with a given loading of five one thousand pound GP bombs, 1/10 sec nose fuse and 1/40 sec tail fuse. Thirty-two airplanes were loaded for the mission. Thirty crews were made up by using a small number of inexperienced personnel.

2. Field Order #7 was received at 0040, June 12, 1943, but was scrubbed at 0130.

3. An alert call came from 4th Wing at 0830 with succeeding telephone calls setting up the original planned mission with the zero hour changed from 1000 to 1500 and finally to 1600. The orders called for one group of eighteen airplanes, and twelve other planes to form part of a composite group. The 94th Bomb Group was contacted for coordination of six ships to complete composite group. Capt. Hamilton was to lead the 95th Group, and Lt. Bender to lead the composite.

4. Crews were briefed at 1100. Take-off was at 1610. One airplane 42-9607 ran off the taxi strip at the end of the take-off runway and mired in the soft dirt, causing some delay in the normal take-off procedure, and preventing that ship from taking off. Another ship 42-9800 lost its top turret due to a malfunction of the limit switch. Another ship 42-9691 was substituted, but was late in taking off and was unable to join the formation. One other ship 42-9737 was forced to return early because of an engine out, the result of empty cartridge shells from a forward ship.

5. Twenty six ships went over the target, and bombed the secondary target when it was formed that the primary target was covered with clouds.

6. One ship 42-9693 was shot down after having dropped its bombs and was seen to crash in the sea.

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Group Intelligence Officer

AFO 634  
11 June 1943

SUBJECT: Group S-2 Report on Combat Mission of June 11, 1943.

TO : Commanding Officer, 95th Bombardment Group (H).

1. At 1515 hours 17 A/C of 95th and 12 A/C of 95th which flew with 6 other A/C as a composite Group took off with Bremen as their Primary, Wilhelmshaven as their Secondary Target. Visibility was poor. At 1609 with the 401st Wing on the right and the Composite Group in position the 95th departed from Peterborough. At 1814 approximately 70 B-17 observed on our right were thought to be of 1st Bomb Wing. At 1825 Bremen was observed obscured by low clouds and covered by smoke from pots. At 1840 401st Wing was observed headed in opposite direction. A/C of 402nd Wing changed course and followed towards Wilhelmshaven. Despite poor visibility the target area of Wilhelmshaven was attacked by both the 95th and Composite Groups with good results upon same reported. Heavy black smoke and fires were observed. One A/C of the 95th Group which failed to reach the target because of engine trouble dropped 3 bombs on Wangerooze Island, Jettisoning the remaining 2. Another A/C of the same Group dropped 5 Bombs on a point North of Wilhelmshaven believed to be the town of Jover. One A/C of the Composite Group dropped 5 Bombs Northwest of Wilhelmshaven believed to be east of Aurich where damage to a Railroad was reported. Flak was ineffective and while one A/C of the 95th was shot down by Enemy A/C most Crews characterized the Enemy Fighters as "Second Haters."

FLORENCE J. DUNOUE,  
Major, Air Corps,  
Group Intelligence Officer.

DECLASSIFIED

HEADQUARTERS  
VIII BOMBER COM  
A.P.O. 634

Authority NND 745005  
By K.C. NARA Date 7/17/97

Bomber Command Narrative of Operations  
Day Operation - 11 June, 1943  
Mission No. 62

TARGETS: Port Facilities at Wilhelmshaven  
Targets of Opportunity in Western Germany.

166 B-17s of 1st Wing and 86 B-17s of 4th Wing were dispatched to attack targets in Western Germany. Fighter support was not furnished to the bombers. The primary target was cloud covered so the main attack was directed by 168 B-17s against Wilhelmshaven, the secondary. Bombing results are good. 30 B-17s attacked Cuxhaven with fair results, while 20 more dropped bombs on other targets of opportunity. Eight B-17s were lost and claims against c/a are 85 - 20 - 24.

Group	(Dispatched)	Number of A/C				Claims	Personnel Casualties		
		Attacking	Abortive	Lost			(Killed)	Wounded	Missing
			A.	B.					
1st Wing									
91	21	18	3	0	0	10-0-0	0	0	
92	14	12	1	1	0	6-1-0	0	0	
303	25	19	5	1	1	9-5-2	0	3	
305	24	19	3	2	0	13-2-3	0	0	
306	27	24	3	0	0	7-1-0	0	0	
351	24	18	4	2	0	18-3-1	2	4	
379	31	29	2	0	6	13-8-5	1	13	
	<u>166</u>	<u>139**</u>	<u>21</u>	<u>6</u>	<u>7</u>	<u>76-20-11</u>	<u>3</u>	<u>20</u>	<u>70</u>
4th Wing									
94	29	25	4	0	0	1-0-1	0	0	
95	29	27	2	0	1	5-0-8	0	0	
96	28	27	1	0	0	3-0-4	0	0	
	<u>86</u>	<u>79**</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>9-0-13</u>	<u>0</u>	<u>0</u>	<u>10</u>
Total	252	218**	28	6	8	85-20-24	3	20	80

\*Abortive A. - Mechanical or personnel failure.

B. - Weather, recall, enemy action

\*\* - 168 A/C, attacked Wilhelmshaven

30 A/C " Cuxhaven

20 A/C " Targets of Opportunity

BOMBING RESULTS: 168 B-17s dropped 560 x 500 G.P. fused 1/10 sec. nose, 1/100 sec. tail and 327 x 1000 G.P. fused 1/10 sec. nose, 1/40 sec. tail on port facilities at Wilhelmshaven from 24,000 - 27,500 ft. with good results. A heavy concentration of bombs fell on the barracks and new buildings E. and NE. of the Bauhafen. The buildings of the former Minesweeping Depot near the Entrance No. 1 were severely damaged and a jetty with rail access received a direct hit. There were a few hits on the main workshop buildings S of the Bauhafen, and another group of bombs fell on or around the

the Wiesbaden Brücke, hitting and setting fire the USARAID class liner alongside. Other hits were seen among other buildings and stores, at channel between Scheer and Tirpitz basins and on oil storage area to the south. 2 of the 5 bursts in the oil storage area caused prodigious explosions with 2 columns of smoke, measured from Strike Photos, at least 2000 and 1500 ft. high. It would appear that the tanks contained fuel when hit.

30 B-17s of the 4th Wing attacked the port area at Cuxhaven, dropping 150 x 1000 G.P. fused 1/10 sec. nose, 1/40 sec. tail with fair results. A small industrial plant N. of the Bremerhaven Road has been gutted and minor damage caused to the railroad marshalling yards and small adjacent buildings. Bursts were observed near the East Quay of the Amerika Hafen, of which one is near the stern of the depot ship Heligoland D.9. A number of business or residential buildings NW. of the Alter Haven and in the Ritzebuttel district were destroyed or damaged.

20 B-17s dropped 11 x 1000 G.P. and 170 x 500 G.P. on targets of opportunity in the vicinity of Jever, Wangerooge, Aurich, Hage Airfield and Marx Airfield. Results were generally poor.

REASONS FOR FAILURE TO BOMB: 1st Wing - 21 a/c failed to bomb because of mechanical and equipment failures. 1 a/c was lost before reaching target, 4 a/c were sent up as spares and returned as instructed. 1 a/c turned back because formation was filled.  
4th Wing - 7 a/c failed to bomb because of mechanical and equipment failures.

ENCOUNTERS: 1st Wing - More than 100 o/a mostly FW 190s and ME 109s with a few ME 110s, ME 210s and JU 88s were encountered, with attacks beginning south of Heligoland, continuing over the target and on the way out to north of the Frisian Islands. Attacks were from all directions but in most cases were not pressed too closely. One FW 190 was reported to have collided with a B-17. Attacks on the group losing 6 a/c were mostly from the nose. Air-to-air bombing was again reported. Observed colorings of o/a were as follows: some FW 190s had checkerboard design on the tail; black ME 109s; ME 210s with gray bellies and fuselage and blue or green wing tips; at least one ME 210 was painted white; silver FW 190s; green ME 109s; and some ME 109s had maroon and dark brown crosses on the wings.  
4th Wing - Slight o/a opposition was reported. Approximately 25 o/a attacked after the formation had passed over Wilhelmshaven. Attacks continued to about 20 miles north of Baltrum Island. Most of the o/a were FW 190s with a few ME 109s and ME 210s. The majority of attacks were from 11 to 1 o'clock, out of the sun, and the attacks were persistent although the pilots were reported as apparently inexperienced.

FLAK: 1st Wing - Slight, inaccurate flak was reported from Alto Mellum and Eckwarden. Moderate flak at Wilhelmshaven was inaccurate. There was a concentration of bursts near Neuenburg and Juist Island. Inaccurate flak was reported at Marx, Ardhof and Wangerooge. Just past Wilhelmshaven a heavy red flare went through the formation.

4th Wing - An intense predicted flak barrage was reported on the route in at Heligoland. Moderate accurate flak was encountered at Wilhelmshaven and Cuxhaven. A fixed barrage was reported over Bremen but none of the groups were affected. On the return route slight inaccurate flak was observed at Baltrum and Heligoland. Considerable flak was also reported from

ships at Cuxhaven.

Date 11/17

CASUALTIES: Personnel - 1st Wing: 3 crew members were killed 20 were wounded and 70 missing.  
4th Wing: 10 crew members are missing.  
Equipment - 1st Wing: 7 B-17s were lost - 6 to c/a and 1 from causes unknown.  
4th Wing: 1 B-17 was lost to c/a.  
Estimated Battle Damage - 1st Wing: 43 category "A", 9 category "AC"  
4th Wing: 8 category "A", 2 category "AC"

ROUTE: 1st Wing - Louth to 54°22'N, 03°32'E; to 20 miles N. of Nordorney Island; to 15 miles N. of Alte Mellum; to target; to Moordorf; to W. tip of Juist Island; to 54°20'N, 04°50'E; to Cromer; to bases.  
4th Wing - Louth to 54°25'N, 03°30'E; to 53°40'N, 08°50'E; to 53°35'N, 08°50'E; to Wilhelmshaven; to 54°20'N, 06°45'E; to 54°03'N, 03°53'E.; to Cromer.

WEATHER: Bases at take-off: 9/10 altocumulus and altostratus at about 12,000 ft. with visibilities of 2-6 mi. Route Out: Over England there was 2-4/10 cumulus cloud at about 3000 ft. with tops extending to 6-7000 ft. In addition, there was 8-10/10 altostratus and altocumulus, which was 1-2000 ft. thick, at about 12000 ft. This cloud broke to nil about 100 mi. off the English Coast and for the remainder of the route over the North Sea there was no low or medium cloud but there was 2-4/10 high cloud at 27-30000 ft. Visibility over the North Sea was 3-5 mi. improving to over 20 miles upon approaching the German Coast. Target: Conditions over the target were essentially as forecast. There was 5-7/10 cumulus and cumulonimbus reported by both Wings. 1st Wing reported that these broken clouds seemed to obscure the primary target so the secondary was attacked through broken clouds. 4th Wing reported similar conditions over the primary target. 20 to 30 minutes later, cloud, which had drifted across, obscured the secondary. While it was possible to identify Wilhelmshaven, the target could not be pinpointed. Visibilities at the secondary were 20-30 mi. Route Back: Similar to the conditions on route out except that the medium cloud became 8-10/10 at about 5° East and the base lowered to 8000 ft. From the English coast to bases, there was 3-5/10 low cloud below. Visibilities were 20 miles near the German Coast but decreased to 3-5 mi. near the English Coast in haze. Bases on Return: 10/10 medium cloud and 3-7/10 low cloud at 2000-3000 ft. Visibilities of 2 mi.

OBSERVATIONS: Two A/Ds were observed on Island of Heligoland. A new A/D was seen at Newark and another on Scharhorn Island but no activity observed. The smoke screen at Wilhelmshaven was reported by crews as ineffective and coming from a double row of pots and from barges in the harbor. A later photo interpretation report comments on the elaborate lay-out of the screen, stating that there are 3 lines of generators N. of the area to be covered, with the outermost line 5000 yards N. of the Bauhafen. There was one report of six "I" shaped objects seen to float past the formation - each one of the "I"s being about 5ft. long. This occurred at 53°34'N-07°10'E. with no e/a being seen at the time. Several groups reported that after passing the target, a B-17 came from the German mainland, joined the formation and later returned toward the mainland. Another B-17 was seen flying about 2000 ft. above the formation until within sight of the English Coast, at which point it turned back over the North Sea.

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

William Shaver  
June 11

STURMANT  
SOUTH  
HARRINGTON  
COZENS  
THOMAS  
TYLER  
McPHERSON

HAMILTON  
GIBSON  
RUBIN  
CORNETT  
JOHNSON  
ADAMS W  
FERRY

RND GP  
BENDER  
ROTHSCHILD  
THOMPSON  
HARRINGTON  
REYNOLD  
MASON R  
NUNES

LEAD GP

KINDLEY  
ADAMS J  
EASTLING  
ROBINSON  
HARRINGTON  
McKENNEN

CUNLEY  
MASON K  
STONE  
REING  
KNOWLTON  
MOSSEY

STATION 153

Form 3  
Bombing Missions  
Date 18 June 1943

334, 335, 336 V4125 squadrons

ICRAST No	CAPTAIN	TARGET	Time EST	Def ACT	COAST OUT	Quick Target EST	Target Accy	Coast IN	Base Est	Camera	Petrol	Bombs	Remarks
✓ 3213	HAMILTON		335	1510	✓				-2112 <sup>50</sup>				
X 2763	DUBIN	✓	335	1510	✓				-2113 <sup>35</sup>				
<del>2673</del>	Adams W.		335	1510	✓				-2112 <sup>35</sup>				
✓ 0118	LORETT		335	1511	✓				-2114 <sup>50</sup>				
✓ 3111	JOHNSON		335	1511	✓				-2115 <sup>30</sup>				
✓ 3079	VEERY		335	1512	✓				-2114 <sup>15</sup>				
✓ 2967	LINDLEY		417	1513	✓				-2116 <sup>20</sup>				
✓ 591	Adams		417	1513	✓				-2116 <sup>50</sup>				
✓ 3061	MORISSETTE	✓	334	1513	✓				-2107 <sup>5</sup>				
✓ 2919	EASTLING		417	1514	✓				-2107 <sup>35</sup>				
✓ 2653	MACKINNON		417	1515	✓				-2107				
✓ 2737	ROBINSON	✓	417	1515	✓				-2103 <sup>5</sup>				
✓ 0164	STIRWALT		334	1516	✓				-2107				
✓ 2787	Thomas		334	1517	✓				-2103 <sup>30</sup>				
✓ 3291	SOUTH		334	1517	✓				-2103				

1557

2 Aborted

~~Aborted~~  
~~Aborted~~

Hamilton  
32/13

Ken Forrest  
Col Gibson

11-6-93

(95)

Adams W  
96/75

Rubins  
97/63

Stewart  
01/64

Cornett  
01/18

Thomas  
97/87

Perry  
50/79

Johnson  
31/11

09/17  
South  
97/00  
09/1

Cozens  
98/07

McPherson  
98/03

Tyler  
97/68

Findley  
99/67

Morissette  
30/61

Adams J  
57/91

Camera over in behind Thomas

Eastling  
99/19

Camera

Comp

Bender  
38/87

Munes  
96/79

Pollock  
97/03

Robinson  
97/37

McKinnon  
96/93

Hompson  
98/13

Maron R  
97/54

Renauld  
97/02

Col Smith

Conley  
32/02

King  
30/17

Maron K  
98/27

DATE

SENDERS ADDRESS

Stone  
32/86  
Knowlton  
95/91

CENSORS STAMP





HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Air Executive

APO 634  
11 June, 1943

SUBJECT: Air Battle of Bremen and Wilhelmshaven Raid.

TO : Commanding Officer, 95th Bombardment Group (H)

- 1533 - Departure Framlingham - Low sq. minus 4 aircraft - high sq late in forming. Made 5 turns to catch up. Composite Group never in sight.
- 1609 $\frac{1}{2}$  - Departure Peterborough with composite Gp behind in position - 401st wing on our right.
- 1627 - Crossed  $\frac{1}{4}$  held W heading to let 401st wing lead.
- 1635 - Crossed coast, 73°.
- 1644 - Increased power to 1930-30" to stay up 401st wing.
- 1646 - One B-17 from 401st Aborted.
- 1657 - One B-17 from 402nd Aborted, lead sq of Composite Gp.
- 1707 - 3rd Gp pulled into position as low Gp apparently from 401st wing.
- 1708 - Weather, especially visibility improved.
- 1730 - Started climb.
- 1752 - Four B-17 abortions from 401st.
- 1740-1755 - Necessary to adjust G-1 - would not hold course.
- 1810 - One B-17 abortion from 401st wing.
- 1812 - One B-17 abortion lead squadron Composite Gp 402nd.
- 1814 - Approximately 70 aircraft on our right, appeared to be 1st Air Division.
- 1823 - One B-17 out of high sq to low sq and dropped his bombs.
- 1824 - Flew on Heligoland.
- 1825 - Bremen seen with smoke pnts out well covered - W wind.
- 1840 - On course 180° when 401st wing came by headed opposite direction - we changed course and followed due to low clouds in direction of Bremen.
- 1845 - Turned towards Wilhelmshaven.
- 1906 - Fighters at 11:00 - 10, 3:00 - 4, 12:00 - 4.
- 1912 - Fighters at 12:00 - 5
- 1914 - Fighters at 9:00 - 3
- 1918 - Fighters at 10:00 - 4.
- 1924 - Fighters at 12:00 - 2.
- 1929 - B-17, Estimate 14000' in trouble - 2 fighters on him.
- 1935 - B-17 shot down by fighter, two parachutes seen.
- 2100 - Over coast.
- 2125 - Landed.

JOHN H. GIBSON  
Lt. Colonel, Air Corps  
Air Executive.

HEADQUARTERS  
 NINETY-FIFTH BOMBARDMENT GROUP (H) AIR CORPS  
 Office of the Communications Officer

(J-1)

APO 634  
 11 June 1943

SUBJECT: Operational Communications of the 95th Bombardment Gp.

TO : Commanding Officer, 95th Bomb Group, APO 634.

1. Of the twenty-seven (27) aircraft which went over the target, twenty-one (21) crews were available for interrogation by the Communications Officer, 95th Bomb Group.

2. Mechanical and electrical failures were as follows:

(a) 334A, mike buttons in ball turret and pilot's position faulty, being replaced;

(b) 334E, upper turret interphone out, being repaired;

(c) 336D, interphone out, being repaired;

(d) 336H, radio compass out on "COMP", being investigated and repaired;

(e) 412J, interphone system faulty, being corrected;

(f) 412Z, ball turret interphone out, being repaired;

3. Other failures beyond control of this department were:

(a) 336B, command antenna shot away, being replaced;

(b) 412Q, command liaison, IFF, and radio compass antennae shot away, being replaced;

4. Navigational aids were used successfully. Aircraft using these aids were:

(a) 334A, used splashers Nos. 3,4,5,6 and 7, and multi-group beacons B and C.

(b) 334D, used splashers No. 4.

(c) 334E, used splashers Nos. 4 and 5.

(d) 334K, used splashers No. 4.

(e) 335N, used splashers Nos. 4 and 5.

(f) 335W, used splashers Nos. 4 and 5.

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

- (g) 336B, used splashers 3,4,5 and 6.
- (h) 336D, used splashers Nos. 4 and 5.
- (i) 336F, used splashers 4, 5 and 6.
- (j) 336H, used splasher No. 4.
- (k) 412N, used splasher No. 4.
- (l) 412Z, used splashers 4 and 6.
- (m) 334K, three (3) QDM bearings on home station, one (1) MF/DF contact.
- (n) 335W, one (1) QDM on home station, one (1) MF/DF contact.
- (o) 412N, three (3) QDM bearings on home station.

5. Navigators reported splasher beacon No. 5 jammed on one frequency, however other frequencies were satisfactory. Radio operators are well satisfied with HF/DF station at this base, also 4th Bomb Wing station was received, loud and clear.

RICHARD F. KNOX  
1st Lieut., A.C.  
Signals Officer

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

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Group Bombardier

A.P.O 634  
11 June 1943

Bombing Report:

1. Targets:
  - a. Primary----Bremen
  - b. Secondary----Williamshaven
  
2. Bombing Run:
  - a. AFCE was not used.
  - b. Used slight evasive action after leaving IP.
  - c. Opened bombay doors 45 seconds after leaving IP.
  - d. Used manual bomb run-length of run was 30 seconds.
  - f. Effects of enemy resistance of bomb run were moderate.
  - e. S -2 information on target was good.
  - h. Primary target was at an overcast. The secondary target was 5/10 covered.
  - i. Enemy did not use any unusual tactics to interfere with bombing run.
  - j. Visual results of the bombing was reported fair.
  - k. No suggestions as to bombing technique.

FRANK T. IMAND  
1st Lt., Air Corps,  
Group Bombardier.

COMBAT BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> ISSACS, W.H. 2nd Lt., Air Corps. DATE 6/11/43  
 PILOT<sup>2</sup> BENDER, R.P. 1st Lt., Air Corps. TAKE-OFF 1515  
 NAVIGATOR<sup>2</sup> BADER, J.F. 2nd Lt., Air Corps. LANDED 2106

ORGANIZATION: 336 Squadron Composite-95 Group AIRPLANE B-17P 42-5892  
 Type Number

OBJECTIVE<sup>3</sup> SUB PENS AT BREMEN (Had to bomb Willenhaven)

AIMING POINT City

INITIAL POINT Bedkeraa

METHOD OF ATTACK<sup>4</sup> Group  
 Individual Flight Squadron Group Wing

NUMBER OF PLANES IN UNIT 16 planes over target

NUMBER OF PLANES IN EACH UNIT PERFORMING SIGHTING OPERATIONS 3

TIME OF ATTACK<sup>5</sup> 16-53-20  
 Time of Release

APPROXIMATE LENGTH OF STRAIGHT APPROACH<sup>6</sup> 35 seconds  
 Seconds

SYNCHRONIZATION<sup>7</sup> ON  
 On Past Slow

INFORMATION AT RELEASE POINT<sup>8</sup>

ALTITUDE, TRUE ABOVE TARGET	<u>27,600</u>	Feet
C. I. A. S. V	<u>155</u>	M.P.H.
T. A. S.	<u>210</u>	M.P.H.
Wind Direction	<u>163 degs.</u>	True
Wind Velocity	<u>25K</u>	M.P.H.
True Heading	<u>240 degs.</u>	Degrees
Drift	<u>-5</u>	Degrees
True Track		
D.S. <u>120</u> Trail <u>43</u> MTP	Ten. D.A. <u>-42</u>	

COMBAT BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> JONES, V. 1st Lt., Air Corps. DATE 6/11/43

PILOT<sup>2</sup> HAMILTON, C. Capt., Air Corps TAKE-OFF 1515

NAVIGATOR<sup>2</sup> LAWSON, L. 1st Lt., Air Corps. LANDED ~~1515~~ 2112

ORGANIZATION 335 95 AIRPLANE B-17F 42-3213  
Squadron Group Type Number

OBJECTIVE<sup>3</sup> SUB PENS AT BREMEN (Had to bomb Willemhaven)

AIMING POINT City

INITIAL POINT Bedkers a

METHOD OF ATTACK<sup>4</sup> Wing  
Individual Flight Squadron Group Wing

NUMBER OF PLANES IN UNIT 12 over target

NUMBER OF PLANES IN EACH UNIT PERFORMING SIGHTING OPERATIONS 3

TIME OF ATTACK<sup>5</sup> 18-53-00  
Time of Release

APPROXIMATE LENGTH OF STRAIGHT APPROACH<sup>6</sup> 40 seconds  
Seconds

SYNCHRONIZATION<sup>7</sup> ON  
On Past Slow

INFORMATION AT RELEASE POINT<sup>8</sup>

ALTITUDE, TRUE ABOVE TARGET	<u>29,000</u>	Feet
C. I. A. S.	<u>155</u>	M.P.H.
T. A. S.	<u>219</u>	M.P.H.
Wind Direction	<u>163 degs.</u>	True
Wind Velocity	<u>26K</u>	M.P.H.
True Heading	<u>236 degs.</u>	Degrees
Drift	<u>-5</u>	Degrees
True Track		Degrees
D.S. <u>118</u> Trail <u>44</u> ATF	Ten. D.A. <u>41</u>	

Target: BREMEN

SEA-LEVEL Elevation:

Take-Off:

Date: 6/11/43

Escort: NONE

Description and Remarks:

SUB-PENS AND INSTALLATIONS

(Bombed Willamhaven due to overcast at Bremen)

*Pressure Altitude of Target		Type & Size of Bombs	1000 lb. A.N. M 44
*Altimeter Setting	-211	** No. of Bombs Loaded	5
*Ind. Altitude	29.02	** Initial Point	* Ordered Actual Bedkersa
*True Altitude above Target	27,500	x Length of Run	40 seconds
x Air Speed (MPH)	Sight alt. 29,000 IAS	* Mag. Head. Ordered	210 degs.
*Ground Speed	* Est 155 Actual 219	x Time of Release	1853
Drift	* Forecast 193 x Actual 218	** Type of Train Salvo	Individual Jettison Returned
*Actual Range	4 1/2	x Point of impact (If seen)	Not seen
x Tan. Drop. Angle	* Est. x Actual	** Airplane Type	B-17F
x Disc Speed	.41 x Trail .40	** Pilot	HAMILTON, C.B. CAPT., A.C.
**Actual Time of Fall	44 sec.	** Navigator	LAWSON, L.F. 1st Lt., A.C.
		** Bombardier	JONES, V.W. 1st Lt., A.C.

Height	Wind Direction 09-4635		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est	xActual	*	x	
1000							
3000							
6000							
10000							
15000							
20000	140 deg		17 1/2				
22000							
24000							
26000							
30000	165 degs.		26K			38 degs.	

\* Fill in before take-off. \*\* Fill in after landing. x Fill in during flight.

~~BREMEN~~  
target:

SEA LEVEL  
\*Elevation:

1515  
Take-Off:

6/11/43  
Date:

None  
Escort:

Description and  
Remarks:

SUB PENS AND INSTALLATIONS

(~~Bombing~~ Bomed Willamhaven due to overcast at Bremen)

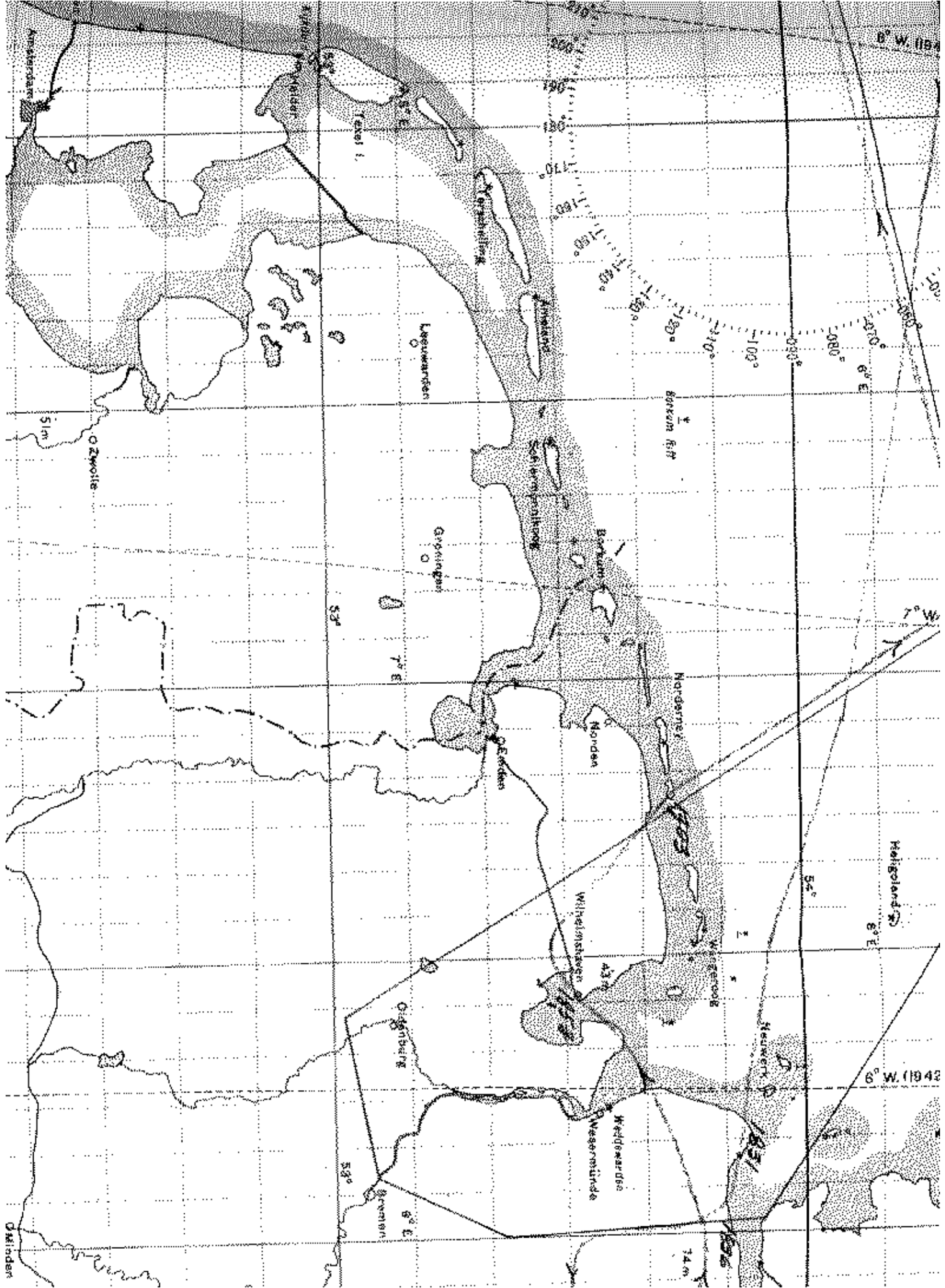
*Pressure Altitude of Target	-211	Type & Size of Bombs	1000 lb. A.N. M.44
*Altimeter Setting	29.92	** No. of Bombs Loaded	5 * Fuzing: Nose <input checked="" type="checkbox"/> Tail <input checked="" type="checkbox"/>
*Ind. Altitude	26,500	** Initial Point	1850 * Ordered Actual Bedhera
*True Altitude above Target	27,600	x Length of Run	40 sec. x Time of Run 30 sec.
x Air Speed (MPH)	CIAS 155 TAS 219	* Mag. Head. Ordered	210 deg x Mag. Head. Actual 241 deg
*Ground Speed	* Est 193 ** Actual	x Time of Release	1853-20 ** No. of Bombs Released 80
Drift	* Forecast -4 1/2 R x Actual 5 R	** Type of Release:	Train Train Salvo Individual Jettison Returned
*Actual Range		x Point of impact (If seen)	Not Seen
x Tan. Drop. Angle	*Est. .41 x Actual 48 1/2	** Airplane Type	B-17F No. 42-882
x Disc Speed	121.7 x Trail 43	** Pilot	BENDER, R.P. 1st Lt., Air Corps
**Actual Time of Fall	**B.S. Type and No.	** Navigator	BADER, J.F. 2nd Lt., Air Corps
		** Bombardier	Issacs, W.H. 2nd Lt., Air Corps.

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est	xActual	*	x	
1000							
3000							
6000							
10000							
15000							
20000							
22000							
24000							
26000	163	164	25K	24	-37	-36	
30000							

\* Fill in before take-off. \*\* Fill in after landing.

x Fill in during flight.





Amsterdamer

Amsterdamer

Taxel I.

Lagunen

Ordingen

53°

7° E

Torsdalsfjord

Ameland

Schiermonnikoog

Burhan

Norden

Nordamer

Wilhelmslunden

Westerdalen

Nesermlinde

Heulen

Helligøland

6° W (1942)

O. Midalen

51 m

O. Zwole

Borkum Riff

14 m

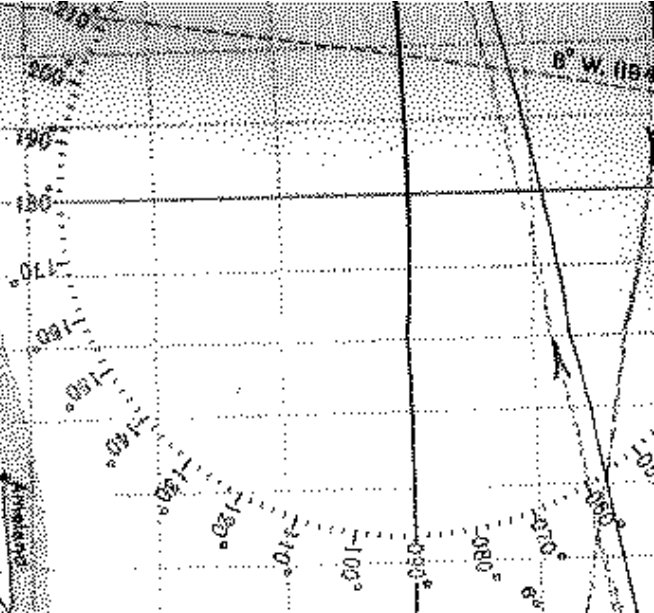
6° W (1842)

6° E

54°

54°

54°



GENERAL OBSERVATIONS

REPRODUCED AT THE NATIONAL ARCHIVE

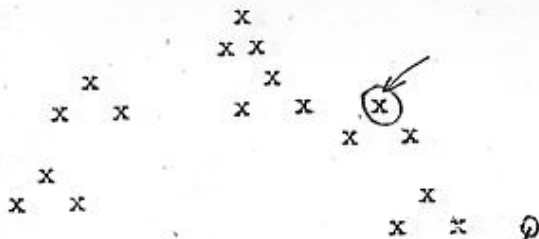
TIME	COU- RSE	W/V USED &/OR DR/DRIF	TR- UE HD NG	MAG- HD- NG	NAVIGATIONAL OBSERVATION	I.A.S. MPH /K	HEIG- HT & TEMP	T A S	D.R. G.S.	DIS. TO RUN	T M E	E.T.A.	GENERAL OBSERVATIONS
18:55	201	-3	299	299	Bank on course	145	114 5000						
18:59	201	-3	298	298	end of disc	150							circulating to RT. weather OK
19:03	201	-3	298	298	Bank down for Peterborough	150	5500	144	145	52	27	1105	Made turn W as 401 Wg came upon left rear
19:07					W.M. S. of Peterborough								
19:10	208	-1	307		Bank								
19:12		181°			Synchronizer - W. 4				150	52	28	11:05	Pulled to RT of course to permit 401st Wg to catch up to us, 401st to HP and W. 401st Wg to allow someone else up to get into formation
19:15					Bank								
19:16	21	41	67	67	OS-408	155							
19:18	21	41	67	67	OS-408	160							
19:20	21	41	67	67	OS-408	160	5400	152	160	52	28	11:05	Wing 204/04
19:22	21	41	67	67	OS-408	160	415						401st Wg far to front
19:24	21	41	67	67	OS-408	150							
19:26	21	41	67	67	OS-408	150							401st Wg far to front
19:28	21	41	67	67	OS-408	150							
19:30	21	41	67	67	OS-408	150							401st Wg far to front
19:32	21	41	67	67	OS-408	150							
19:34	21	41	67	67	OS-408	150							
19:36	21	41	67	67	OS-408	150							
19:38	21	41	67	67	OS-408	150							
19:40	21	41	67	67	OS-408	150							
19:42	21	41	67	67	OS-408	150							
19:44	21	41	67	67	OS-408	150							
19:46	21	41	67	67	OS-408	150							
19:48	21	41	67	67	OS-408	150							
19:50	21	41	67	67	OS-408	150							
19:52	21	41	67	67	OS-408	150							
19:54	21	41	67	67	OS-408	150							
19:56	21	41	67	67	OS-408	150							
19:58	21	41	67	67	OS-408	150							
19:59	21	41	67	67	OS-408	150							

Group 95<sup>th</sup> Group Date June 11, 1943  
 Squadron 412<sup>th</sup> Squadron Place where attacked 53°55'N, 07°25'E.  
 A/C No. 9967 Time 1905 Height 27,500

1. Story of the Attack Ship passed to right of formation cutting across path behind and heading toward land. Ship appeared to be shaking and smoking.

(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 300°
- b. visibility Good
- c. type of E/A ME 109
- d. level of attack:

3. Our Gun Positions Firing on E/A

Names Tsai Macki, F (check one).

Positions R. Oper. Gun.

Names \_\_\_\_\_

Positions \_\_\_\_\_

- from high above \_\_\_\_\_
- above \_\_\_\_\_
- level
- below \_\_\_\_\_
- very low \_\_\_\_\_

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

Corroborated by Tsai Macki, F  
 Position in A/C R. Oper. Gun.

Other A/C firing at the same time? Not observed.

5. COMMENTS OF THE INTERROGATOR:

This man corroborating damaged aircraft for another ship. His observation of plane was as he looked to rear of ship Time 2315 Interrogator Harry G. Mumford

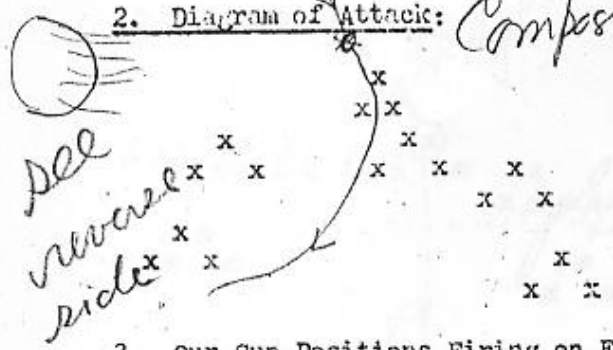
If formation was very different from standard, show on back of sheet.

Group 95<sup>th</sup> Date 11/6/43  
Squadron 336 Place where attacked NW Bottom Is  
A/C No. 42-5882 Time 1906 Height 24000

1. Story of the Attack Me 110 attacked from 11 o'clock and  
slightly higher than we. Tracked briefly (40-50 seconds)  
Could see traces just before hitting in wings, nose,  
part generally. Bombardier & tail gunner saw heavy smoke.  
Isaacs WH Merten DH  
Steep dive to out of sight

Only man to shoot at this ship.  
(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: Composite JP



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

Data on Combat  
a. our heading 330 Mg  
b. visibility Unlimited  
c. type of E/A Me 110  
d. level of attack:

3. Our Gun Positions Firing on E/A  
Names Bryan DW. TS (check one) from high above \_\_\_\_\_  
Positions Top Turret above  \_\_\_\_\_  
Names \_\_\_\_\_ level \_\_\_\_\_  
Positions \_\_\_\_\_ below \_\_\_\_\_  
very low \_\_\_\_\_

at 11 o'clock

4. If E/A Was Shot Down or Damaged:  
Corroborated by Isaacs bombardier  
Position in A/C Merten TG  
Other A/C firing at the same time? none

*McClain*

5. COMMENTS OF THE INTERROGATOR: Seems very likely that  
this Me 110 was destroyed as stated

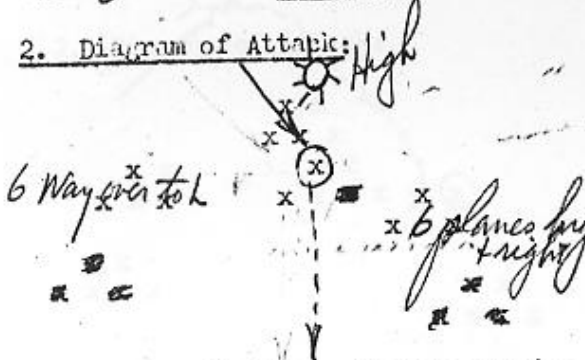
Time 2210 Interrogator KY Moore

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

Group 95<sup>th</sup> Date 11 June 43  
 Squadron 336<sup>th</sup> Place where attacked about 4 min islands.  
 A/C No. 9702 Time about 1905 Height 26700'

1. Story of the Attack About 4 min past islands 2 Me 110's  
headed in from 10 o'clock 200' below. They at one  
to left, they passed by to the right, the last plane  
went into a spin, smoking. First seen circling to L  
& smoking w/ engine, losing altitude. Came in to  
800 yds in attack.

(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.)



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

3. Our Gun Positions Firing on E/A

Names 2nd Lt. H. H. Riley (check one)  
 Positions Bomb. center nose gun.  
 Names \_\_\_\_\_  
 Positions \_\_\_\_\_

Data on Combat  
 a. our heading \_\_\_\_\_  
 b. visibility Good  
 c. type of E/A Me 110  
 d. level of attack:  
 from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below  \_\_\_\_\_  
 very low \_\_\_\_\_

4. If E/A Was ~~Shot Down~~ Damaged:  
 Corroborated by T/Sgt J. L. LaSarge S/Sgt J. Hillabrant  
 Position in A/C Radio Tail Gunner  
 Other A/C firing at the same time? Didn't see any.

5. COMMENTS OF THE INTERROGATOR: Believe A/C damaged.

Time 2315 Interrogator Arnold Krause

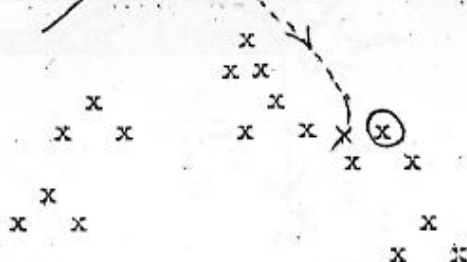
If formation was very different from standard, show on back of sheet. 1st Lt

Group 95<sup>th</sup> Group Date June 11, 1943  
 Squadron 412<sup>th</sup> Squadron Place where attacked 53°55'N, 07°25'E  
 A/C No. 9967 Time 1905 Height 27,500

1. Story of the Attack Fighter attacked out of sun  
at 10 o'clock on same level. Came within  
200 yards and fell off when even with ship.  
Observed to dive down and lost about  
500' of ground. Other attacks caused men to  
lose sight of fighter.

(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 300°
- visibility Good
- type of E/A ME 109
- level of attack:

3. Our Gun Positions Firing on E/A

Names Lt. E. B. Scripture (check one).

Positions Navigator

Names S/Sgt. Steele

Positions Top Turret

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level  \_\_\_\_\_  
 below \_\_\_\_\_  
 very low \_\_\_\_\_

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

Corroborated by S/Sgt Hockett, P.C.  
 Position in A/C Ball Turret

Other A/C firing at the same time? Lead Squadron

5. COMMENTS OF THE INTERROGATOR: Plane shot down claimed  
by Navigator and corroborated by  
Top and Lower Turrets.

Time 2315 Interrogator Harry D. Humphreys

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

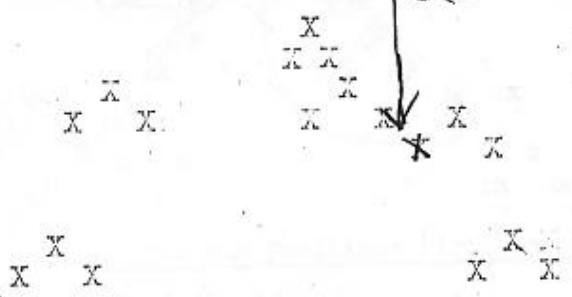
COMBAT FORM.

Group 95th Date 11-6-43  
 Squadron 412th Place where attacked off coast of  
 A/C No. 25-791 Time 1930 Height 27000  
Philippine Island

1. Story of the Attack SE came straight on to nose -  
I saw tracer come off his left wing - began  
to smoke - he cut beneath me.

(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: Q Sun



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 330  
 b: visibility good  
 c: type of E/A SE ME 109  
 d. level of attack:

3. Our Gun Positions Firing on E/A  
 Names Lt La Mataozzo (check one).  
 Positions Bombadier  
 Names \_\_\_\_\_  
 Positions \_\_\_\_\_

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below little bit ✓  
 very low \_\_\_\_\_

4. If E/A Was shot down or Damaged:  
 Corroborated by STEINICK saw smoke trailing behind  
 Position in A/C fighter as he was going down out of view.  
 Other A/C firing at the same time? None - it was lost 74

5. COMMENTS OF THE INTERROGATOR: E/A coming in  
Other crew members saw him but G. [unclear]  
 Time: 11 Interrogator F.J.D.

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

See Lincley's IO form - Radio Operator.

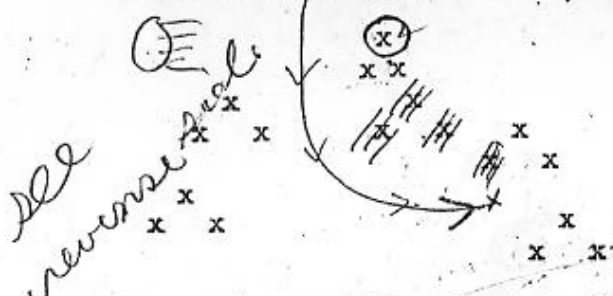
Group 95 Date 11/6/43  
 Squadron 336 Place where attacked 54°E-7°N  
 A/C No. 42-5882 Time 1913 Height 22000

1. Story of the Attack Tail gunner, MERTEN D4

St. Martin tracked this A/C for many 100 seconds.  
Then hit him in engine and windshield. Ship caught fire  
and when last seen was falling 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: Composite Gp.



On Diagram, show

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

Data on Combat

- our heading 340 Ma
- visibility Unlimited
- type of E/A Me 109
- level of attack:

3. Our Gun Positions Firing on E/A

2nd Lt. Merten D4 (check one).  
 Positions Tail G  
 Names \_\_\_\_\_  
 Positions \_\_\_\_\_

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below  \_\_\_\_\_  
 very low \_\_\_\_\_

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

Corroborated by none on lead ship  
 Position in A/C \_\_\_\_\_  
 Other A/C firing at the same time? none seen

5. COMMENTS OF THE INTERROGATOR: though no confirmation in some  
ships, due to its position in Gp. it seems certain that  
the Me 109 was hit hard, probably fatally.

Time 2210 Interrogator R. G. Moore

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



REPRODUCED AT THE NATIONAL ARCHIVES  
 Group 95th Bomb Gp.  
 Squadron 335th  
 A/C No. 9591

Date 11 June 1945  
 Place where attacked 54°N - 7°E  
 Time 19:30 Height 24000ft

1. Story of the Attack Man peeled off from 189 GPs from 12 o'clock  
came around to left of 95th Gp. Turned to left at back of 95th  
formation. Tail gunner caught him in bail at 550 yds  
out. Flames seen, definite pull-up around 180 degrees plus  
loop & dive. Hit at center of fuselage & motor.

(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 300°  
 b. visibility 9000  
 c. type of E/A ME 109  
 d. level of attack:

3. Our Gun Positions Firing on E/A

Names Joe M. Simichak (check one)  
 Positions Tail Gunner  
 Names \_\_\_\_\_  
 Positions \_\_\_\_\_

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below low  
 very low \_\_\_\_\_

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

Corroborated by G.A. Powell - saw definite flames  
 Position in A/C Radio Operator  
 Other A/C firing at the same time? None

5. COMMENTS OF THE INTERROGATOR:

Last plane in formation authentic because  
destroyed

Time 21:10 hrs Interrogator JFW

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

Group 95

Date 17/6/43

Squadron 335

Place where attacked 54°N - 70°E

A/C No. 3213

Time 1929

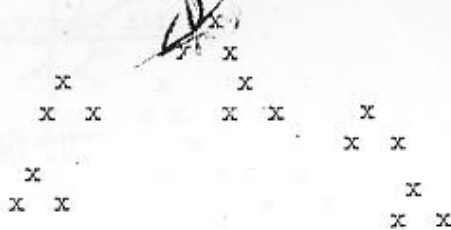
Height 25000

1. Story of the attack

ME109 - came in at about 11000 ft and past our left waist, L.W. gunner fired 2 bursts and appeared to hit E/A in belly. Flames came out of cooling tail gunner saw E/A in flames glow down 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 320
- b. visibility Fair
- c. type of E/A ME109
- d. level of attack:

from high above \_\_\_\_\_  
 above \_\_\_\_\_  
 level \_\_\_\_\_  
 below  \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/S C.H. Gardner

3. Our Gun Positions Firing on E/A

Positions L.W.

Names \_\_\_\_\_

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

Corroborated by S/S F. Crocker - R.W. Gunner  
 Position in A/C 2nd Lt. G.F. Rawson

Other A/C firing at the same time? None

5. Comments of the interrogator:

Portable

Time \_\_\_\_\_

Interrogator HVD

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

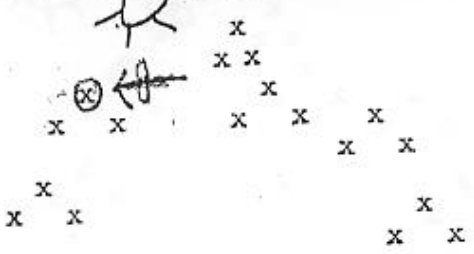
Group 93<sup>rd</sup> Group  
Squadron 334  
A/C No. 0164

Date 11/6/43  
Place where attacked 54° 24' - 6° 20' E  
Time 1928 Height 20000

1. Story of the Attack E/A came in at 3 o'clock. Was only plane that came in at that time. I shot 30 bursts at him and as he turned up he was on fire and smoke coming out of cowling. He came in to within 300 yards and straight down.

(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 042 (m)
- b. visibility Clear 10 miles
- c. type of E/A 109 F
- d. level of attack:

from high above \_\_\_\_\_  
above \_\_\_\_\_  
level \_\_\_\_\_  
below \_\_\_\_\_  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/S HUFFSTUTLER, M.C. (check one).  
Positions RIGHT WAIST.

Names \_\_\_\_\_  
Positions \_\_\_\_\_

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

Corroborated by S/S BOYD, D.W.  
Position in A/C Left Waist  
Other A/C firing at the same time? Don't know that any were firing at him

5. COMMENTS OF THE INTERROGATOR:

\_\_\_\_\_

Time 2315 Interrogator Wm M. Hunt  
1st Lt

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

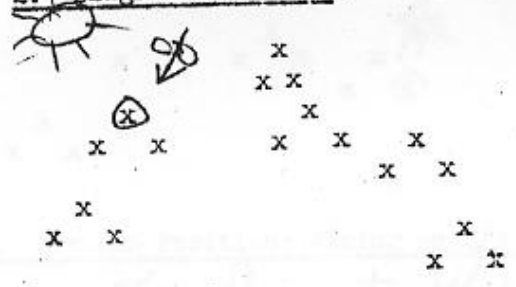
Group 95 Group  
 Squadron 334th  
 A/C No. 0164

Date 11/1/42  
 Place where attacked 53° 34'N - 7° 24'E  
 Time 1901 Height 28000

1. Story of the Attack 3 E/ attached from 1 o'clock about (M E 109)  
dived directly at us after midnight. Four gunners, Bomb-aimer,  
1st Lt Thimm Navigator, Drotleff Top Turret and Ball Turret.  
(Benson) were firing on these three planes. The second plane  
could see the four lines of tracers coming directly into  
the plane. There was white smoke and flame that  
came out from the sides of the cowling and fuselage. It  
went by us and tail gunner saw the flames as he went  
by going down.

(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 330 (M)
- b. visibility 10 miles
- c. type of E/A M E 109
- d. level of attack:
  - from high above \_\_\_\_\_
  - above \_\_\_\_\_
  - level \_\_\_\_\_
  - below \_\_\_\_\_
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names 1st Lt McNUTT, R. L. (check one).  
BAMBOO  
 Positions 1st Lt THIMM, W. J.  
NAVIGATOR  
 Names T/S DROTTLEFF, W. P.  
TOP TURRET  
 Positions Sgt BENSON, C. J.  
BALL TURRET

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

Corroborated by Sgt BURLESOM, J. S.  
 Position in A/C Tail Gunner  
 Other A/C firing at the same time? Part of wing destroyed

5. COMMENTS OF THE INTERROGATOR:

\_\_\_\_\_

\_\_\_\_\_

Time 2330 Interrogator Wm. M. Hoag

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

Squadron 412<sup>nd</sup>

Place where attacked 54° 05' N - 16° 50' E

A/C No. 3061

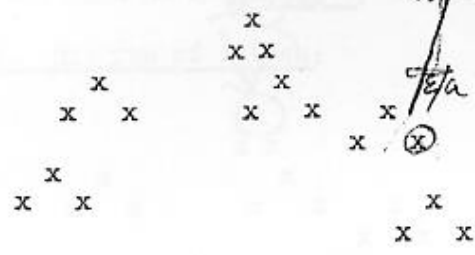
Time 1920 Height 26000

1. Story of the Attack. E/A came in slightly over the top

of our ship on the right of lead ship. Between lead ship and this plane. Was pointed straight at sternship. Came up to within 200ft and then pulled off and winged over to the right and then, went down. Started shooting at him when off 500 yds. and he was in sight and believe I hit him in the motor. Was smoking like hell and the fire showed as he fell, going straight down and looked like out of control

(Includes 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 330° True
- b. visibility Hazy but could see 70 miles
- c. type of E/A P.F.W. 190
- d. level of attack:

from high above \_\_\_\_\_  
 above ✓ \_\_\_\_\_  
 level \_\_\_\_\_  
 below \_\_\_\_\_  
 very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names Sgt Jacot, Walter (check one).

Positions Top Turret

Names \_\_\_\_\_

Positions \_\_\_\_\_

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

Corroborated by 1st Lt. DE RICCO, J. also S/SGT. Gray, F.

Position in A/C Ball TURRET

Other A/C firing at the same time? Don't know but it seems they were firing at themselves.

5. COMMENTS OF THE INTERROGATOR:

Private

Time 2300

Interrogator Wm. M. Hoel, 1st Lt.

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

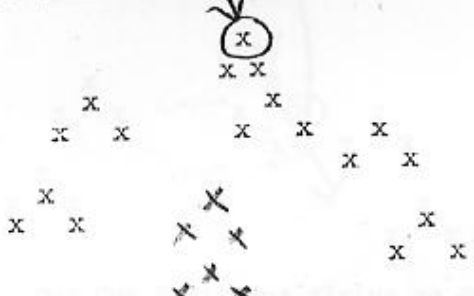
Group 95  
Squadron 335  
A/C No. 3213

Date 11/6/43  
Place where attacked 54°N-7°E  
Time 1929 Height 25000

1. Story of the Attack at 54N, 7°W. FW190 came out of sun to left of ship, from above during down. Major T. gunned fired and smoke and flames came from ship - as he passed tail of B-17. he was in flames - going down

(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 320  
b. visibility Fair  
c. type of E/A FW190  
d. level of attack:

3. Our Gun Positions Firing on E/A

Names J. L. Anderson (check one).  
Positions Top turret

from high above  
above   
level \_\_\_\_\_  
below \_\_\_\_\_  
very low \_\_\_\_\_

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

Corroborated by 2 Lt. G. F. Rarrow  
Position in A/C tail gunner  
Other A/C firing at the same time? No

5. COMMENTS OF THE INTERROGATOR: Destroyed

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

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

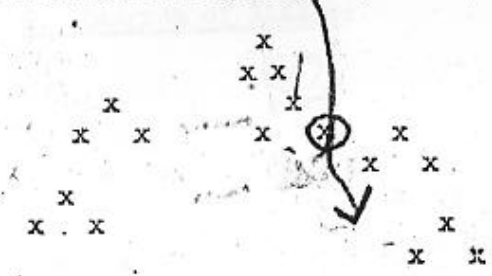
Group 75  
Squadron 335<sup>th</sup>  
A/C No. 3111

Date 11 June 1943  
Place where attacked 20 mi North of Britain  
Time 1910 Height 25000'

1. Story of the Attack Me 110 came in at 12 o'clock

9 First started shooting when 100 yards away. Pilot called me and said ship coming to my right. Had guns in position and as came by shot him. Kept firing. He went into barrel roll and turned 45° angle to gunners left. Looked like one engine on fire. (Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.) Saw him hit water.

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 turning from 330° to 260°  
b. visibility good  
c. type of E/A Me 110  
d. level of attack:  
from high above \_\_\_\_\_  
above \_\_\_\_\_  
level very slightly  
below \_\_\_\_\_  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names S/S Crossley D.W. (check one).  
Positions Tail Gunner  
Names ✓  
Positions ✓

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

Corroborated by Radio Operator - Van Arsdale; Right waist gunner - Carter  
Other A/C firing at the same time? No

5. COMMENTS OF THE INTERROGATOR: Destroyed

Time 2025 Interrogator C M Bingham

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

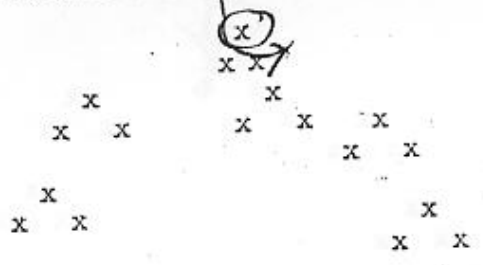
Group 95  
Squadron 335  
A/C No. 3213

Date 11/6/43  
Place where attacked 540N70E - near  
Time 1931 Height 25000

1. Story of the Attack FW190 came thru from front and  
peeled to Right of ship. T.G fired 2500 30  
Rounds, and E/A blew up and exploded

(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 320
- b. visibility Far
- c. type of E/A FW190
- d. level of attack:

from high above \_\_\_\_\_  
above \_\_\_\_\_  
level \_\_\_\_\_  
below W \_\_\_\_\_  
very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names 2nd Lt. G Ransom (check one).

Positions T.G

Names \_\_\_\_\_

Positions \_\_\_\_\_

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

Corroborated by S/S F. Crocker - R.W. B.  
Position in A/C \_\_\_\_\_

Other A/C firing at the same time? None

5. COMMENTS OF THE INTERROGATOR:

None noted

Time \_\_\_\_\_ Interrogator W. Wood

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



Group 45  
Squadron 333  
A/C No. 3213

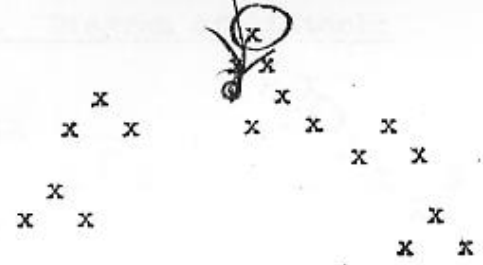
Date 11/6/43  
Place where attacked 54°N 60°30'W  
Time 1933 Height 25000

1. Story of the Attack

ME 109 came in from front passed Tail of B-17 and rolled to ships left. As he passed T. Gunner - he fired 15 to 20 rounds into E/A. He was smoking and burning and was seen to go down and hit water

(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 320
- b. visibility 7 MV
- c. type of E/A ME 109
- d. level of attack:

3. Our Gun Positions Firing on E/A

Names 2nd Lt G F. Rowson (check one).  
Positions T. Gunner

- from high above \_\_\_\_\_
- above \_\_\_\_\_
- level \_\_\_\_\_
- below W
- very low \_\_\_\_\_

Names \_\_\_\_\_  
Positions \_\_\_\_\_

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

Corroborated by S/S Herb  
Position in A/C W. Gunner  
Other A/C firing at the same time? None

5. COMMENTS OF THE INTERROGATOR:

Destroyed

Time 2050 Interrogator PVL

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

COMBAT FORM.

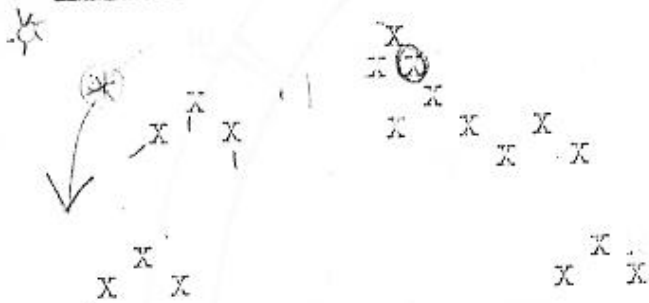
Group 95th Date June 11 '43  
 Squadron 336 Place where attacked About 10 miles off German coast  
 A/C No. 703 Time \_\_\_\_\_ Height 27,000

1. Story of the Attack Three ME 110 flying opposite direction. L.W. Gunner took practice shots landing too far to hit. This plane center of three lost altitude went into slow spin and crashed in water.

(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 \_\_\_\_\_
  - above \_\_\_\_\_
  - level ✓
  - below \_\_\_\_\_
  - very low \_\_\_\_\_

3. Our Gun Positions Firing on E/A

Names George E Pratt (check one).

Positions Left Waist Gunner

Names R. B. Maholy

Positions R. Waist Gunner

4. If E/A Was shot down or Damaged:

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

Other A/C firing at the same time? Others were indicated by

5. COMMENTS OF THE INTERROGATOR: Probable

Time 11:00 AM Interrogator J.H.H.

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

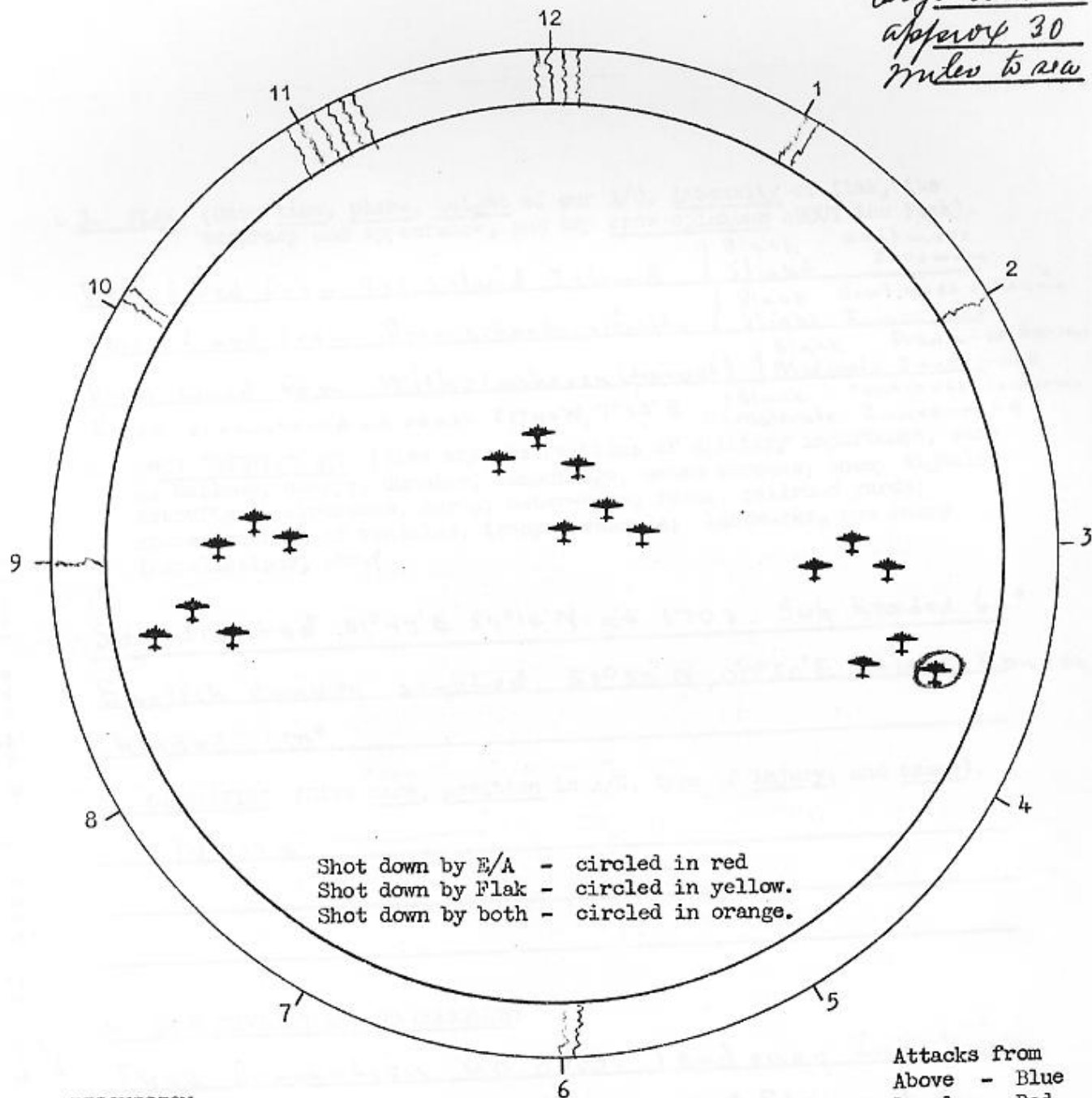
*Copy for File*  
COMBAT REPORT FORM - (GROUP).

TARGET Wilhelmshaven GROUP 95

DATE 11/6/43

TIME OF ATTACKS 1906 to 1936

VICINITY OF ATTACKS Just after target and  
approx 30  
miles to sea



**DISCUSSION:**

4. APPROXIMATELY 25 E/A ATTACKED B-17 FORMATION AFTER THEY PASSED OVER TARGET AND CONTINUED ATTACK TO APPROXIMATELY 20 MILES NORTH THE ISLAND OF BALTRURN. ENEMY FIGHTERS WERE ME 109--FW 190--ME 110 AND ONE JU 88. THEY ATTACKED MOSTLY IN PAIRS, COMING IN FROM OUT OF THE SUN. MAJORITY OF ATTACKS WERE FROM 11 TO 1 O'CLOCK AND SOME AT 3 AND 9 O'CLOCK FROM ON THE LEVEL OR ABOVE. FEW ATTACKS FROM BELOW. PERSISTENT BUT SEEMED TO BE INEXPERIENCED. AFTER INITIAL ATTACK E/A WOULD CIRCLE OUR FORMATION, WELL OUT OF OUR RANGE, AND RETURN TO ATTACK FROM HEAD ON.

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

Wickham House  
June 11

STIRWANT  
SOUTH  
ROBERTS  
COZENS  
THOMAS  
McPHERSON  
TYLER

HAMILTON  
GIBSON  
ADAMS  
RUBIN  
CORNETT  
JOHNSON  
FERRY

2ND GP  
BENDER  
ROTSCHILD  
THOMPSON  
ROBERTS  
RENUD  
MASON  
NUNES

LEAD GP

ADAMS  
KINDLEY  
EASTLING  
ROBINSON  
ROBERTS  
McKINNEY  
MORRISSE

CONLEY  
MASON  
KEINGS  
SPONE  
KNOWLTON  
MISSEY

STATION 153

Form 3  
Bombing Missions  
Date 17 June 1943

334, 335, 336 x 41st squadrons

CRAFT No	CAPTAIN	TARGET	Time		COAST OUT	Quit		Coast IN	Base		Camera	Petrol	Bombs	Remarks
			EST	ACT		EST	ACT		EST	ACT				
✓ 3213	HAMILTON		335	1510	✓				2112	50				
X 076	RUBIN	✓	335	1510	✓				2113	35				
<del>075</del>	Adams W.		335	1510	✓				2112	35				
N/ 0118	GOENETT		335	1511	✓				2114	50				
A/ 3111	JOHNSON		335	1511	✓				2115	30				
1) 3079	VEERY		335	1512	✓				2114	15				
0 0067	LINDLEY		414	1513	✓				2116	20				
✓ 1791	Adams		414	1513	✓				2118	50				
1 3061	MORISSETTE	✗	334	1513	✓				2109	5				
4 2919	EASTLING		414	1514	✓				2109	35				
✓ 2653	McKINNON		414	1515	✓									
A 2737	ROBINSON	✗	414	1515	✓				2105					
A 2162	STIRWALT		334	1516	✓				2108					
A 2787	THOMAS		334	1517	✓				2108	30				
A 3391	SOUTH		334	No	✓				1817					

REPRODUCED AT THE NATIONAL ARCHIVE

2 Aborted

~~Aborted~~  
~~Aborted~~

BRIEFING - 1100  
 Stations 1300  
 TAKE OFF - 1355  
 TAKE OFF - 1415

CALL TO WING

Spd.

PIRCRAFT	LETTER	No.	PILOT	TARGET	TIME (EST)	OFF (ACT)	COAST OFF	OVER TARGET EST	TARGET ACT	COAST IN	BASE (Ref)	REMARKS
	R	9807	COZENS		334	N/O	✓					REMARKS: Run off Runway
	G	9768	TYLER		334	1532 <sup>15</sup>	✓				2102	
	D	9803	MCPHERSON		334	1532 <sup>45</sup>	✓				2118 <sup>35</sup>	COMPOSITE GRD
	D	1882	BENDIR		336	1530 <sup>40</sup>	✓				2106	
	A	9703	KOTHSCHILD		336	1531	✓				2106 <sup>35</sup>	
	F	9679	MUNES		336	1521 <sup>30</sup>	✓				2105 <sup>15</sup>	
	G	9813	THOMPSON		336	1522	✓				1813	MECH FAILURE Aborted
	H	9702	RENAUD		336	1522 <sup>40</sup>	✓				2107 <sup>50</sup>	
	B	9754	MASON, R		336	1522 <sup>45</sup>	✓				2107 <sup>15</sup>	
	A	3702	DONLEY		334	1523 <sup>30</sup>	✓				2108 <sup>50</sup>	
	V	7827	MASON, K	LI	335	1524 <sup>10</sup>	✓				2109 <sup>30</sup>	
	V	8046	KRING		412	1524 <sup>30</sup>	✓				2059	
	E	3286	STONE		336	1525	✓				2111 <sup>20</sup>	
	J	9835	MASSEY		336	1525 <sup>20</sup>	✓				2112	
	K	9591	KNOWLTON		336	1525 <sup>20</sup>	✓				2110 <sup>50</sup>	

3091

# V...-MAIL

Hamilton  
32/13

Gen Forrest  
Col Gibson

11-6-43

(95)

Adams W  
96/75

Rubin  
97/63

Sturwalt  
01/64

Cornett  
01/18

(Perry)  
079

Johnson  
31/11

Thomas  
97/97

South  
09/17  
09/1

Cozens  
98/07

Findley  
99/67

McPherson  
98/03

Zyler  
97/68

Morenette  
30/61

Adams J  
57/91

over in behind Thomas

Earlberg  
99/19

Comer

Bender  
38/87  
Wines  
96/79  
Pittcheld  
97/03

Robinson  
97/37

McKinon  
96/93

Johnson  
98/13

Mason R  
97/54

Renaul  
97/02

Col Smith

Conley

King  
32/02  
30/11

Mason R  
98/07

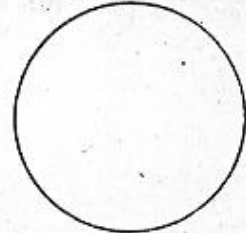
DATE

SENDER'S ADDRESS

SENDER'S NAME

Stone  
32/86  
Knowlton  
75/91  
Mason  
98/35

CENSORS STAMP



No.

JUN 11 1943 12 13 PM

M

STAND BY FOR B/ CAST EAL - SLG - FRA - PNT V  
 EAL - SLG - FRA - PNT V COG NR 11 111128B  
 URGENT SECRET 4 BW U246E

SEND IN CLEAR BY AUTHORITY LT. COL. TRAVIS.  
 ANNEX NO. 3. TO 4 TH BOMB WING FIELD ORDER NO. 7.

CANCELLATION TO FIELD ORDER NO 7. IS HEREBY RECINDED. THE  
 FOLLOWING CORRECTIONS AND ADDITIONS TO FIELD ORDER NO 7 WILL BE  
 MADE IMMEDIATELY :

1. (A) FIGHTER SUPPORT : NONE  
 (B) DIVERSIONS : THE 1 ST BOMB WING WILL BOMB THE SAME PRIMARY  
 TARGET APPROXIMATELY 30 MINUTES BEFORE THE 4TH BOMB WING .

3.(4) ROUTE BACK , ADD: THE 96 GP X WILL LAND AT SNETTERTON HEATH  
 AT THE COMPLETION OF THIS MISSION .

X(1) BOMB LOADING , SHOULD READ : 5 X 1000 LB 1/10 SEC NOSE FUSE  
 -1/40 SEC TAIL FUSE . MAXIMUM EFFORT .

X (2) ZERO HOUR : 1600 DST 11 JUNE 43

X (4) TIME SCHEDULES : - THIS TIME SCHEDULE ~~SMRERS~~ SUPERCEDES  
 PREVIOUS TIME SCHEDULE APPEARING IN ANNEX NO.1. 4TH BOMB  
 WING FIELD ORDER NO.7.

CONTROL TIMES :

BISHOP'S STORTFORD	ZERO	HOUR	MINUS	9	MINUTES
EARL'S COLNE	"	"	"	10	MINUTES
PETERBOROUGH	"	"	PLUS	11	"
SPLASHER NO 4	"	"	"	30	"

APPROXIMATE TIMES

5435	0330 E	ZERO	HOUR	PLUS	87	MI	NUTES
5420	0754 E	"	"	"	147	"	"
5355	0858E	"	"	"	161	"	"
5323	0901E IP	"	"	"	170	"	"
TARGET		"	"	"	175	"	"
5302	0812E	"	"	"	180	"	"
5344	0725 E	"	"	"	194	"	"
5424	0646E	"	"	"	206	"	"
5403	0353 E	"	"	"	236	"	"
CROMER		"	"	"	285	"	"

X(10) XM IDENTIFICATION SIGNALS . IN ADDITION TO THE NORMAL  
 GROUPS IDENTIFICATION SIGNALS , THE FOLLOWING WILL BE EFFECTIVE  
 FOR THIS MISSION :

401 ST COMPOSITE GP . - RED ALDIS LAMP FLASHING LETTER 'A'  
 - ~~RED~~ RED YELLOW FLARE 402 ND COMPOSITE GP - RED ALDIS LAMP  
 FLASHING LETTER 'B' - RED GREEN FLARE

5.K. SHOULD READ : LEADER OF LEADING GP WILL REQUEST ONE FIX  
 AT ZERO HOUR PLUS 125 MINUTES ON ROUTE OUT , AND WHEN NECESSARY  
 ON ROUTE BACK : CALL SIGN TO BE USED : ZX7A

~~COMBONWIG~~ COMBONWIG FOUR

H O L D +  
 OM.N. VA+  
 Q FOR K WITH R CLR + OOMO

430



HOT NEWS REPORT

IMMEDIATE PRIORITY.

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delays in procuring or transmitting it can be permitted.

1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )  
: FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY \_\_\_\_\_ ) Check  
: FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE \_\_\_\_\_ ) which.  
: DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ )

OBSERVING AIRCRAFT:-

Mac Kinnon

GROUP \_\_\_\_\_ NO. OR LETTER 9679 HEIGHT 20,000

AIRCRAFT IN DISTRESS:-

NO. OR LETTER 22-693 TIME SEEN 1935

APPROXIMATE POSITION 54N 6E HEADING 06. 240°

HEIGHT \_\_\_\_\_ CONDITION \_\_\_\_\_

PARACHUTES SEEN 4 chute seen DINGHY SEEN \_\_\_\_\_

ANY OTHER REMARKS

500248N 1913 - 07E 54° 10' N - 2 Super Mules -  
06° 46' E heading 00° - 10-20 knots - one very small TB -  
1 final good size merchant vessel.

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

Enemy: 040'E 59° 36' N - 32 Ships -  
(Number and type of ships) (Course of ships.)

one SS in back - 135° heading - 10 knots -  
(Time seen) (Place) (Altitude of reporting A/C)

10 large ball on outside ships -  
(Other information) time 1641

3. OTHER HOT NEWS:

Two masts from sunken ships - looks  
like 2 large ones - 2025 - 52° 50' N 02° 10' E.

\_\_\_\_\_  
(Date) (Time) Initials of Interrogating Officer \_\_\_\_\_

Phoned to Wing by \_\_\_\_\_ Time \_\_\_\_\_

HOT NEWS REPORT

IMMEDIATE PRIORITY.

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delays in procuring or transmitting it can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA       ✓       )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY                      ) Check
- FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE                      ) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS                      )

OBSERVING AIRCRAFT:-

GROUP 9d NO. OR LETTER 827 ✓ HEIGHT 26 000

AIRCRAFT IN DISTRESS:-

NO. OR LETTER 22-693 TIME SEEN 1935-

APPROXIMATE POSITION 54°N 06°E HEADING                     

HEIGHT Same CONDITION Out of Control

PARACHUTES SEEN 2 DINGHY SEEN                     

ANY OTHER REMARKS Out of Control - spinning - hit  
water & burst immediately

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

(Number and type of ships) (Course of ships.)

(Time seen) (Place) (Altitude of reporting A/C)

(Other information)

3. OTHER HOT NEWS:

Initials of Interrogating Officer

(Date) (Time)

Phoned to Wing by Time

KMEAL SLG FRA PNT EAL

STAND BY FOR B/CAST

EAL-SLG-FRA -PNT V COG XNR27 102330B  
URGENT SECRET 4BW U238E  
SEND IN CLEAR BY AUTHORITY LT. COL. TRAVIS  
4TH BOMB WING FIELD ORDER NO.7

1. FIGHTER SUPPORT AND/OR DIVERSION:  
NONE:

2. TARGETS: PRIMARY: GR-3586-AP6438 ILLUSTRATION 3CA) 1/6  
SECONDARY: GR-3590- AP2920 ILLUSTRATION 3CA) 5/7  
LAST RESORT: ANY INDUSTRIAL TARGETS OF OPPORTUNITY  
IN THIS AREA

3. A. ASSEMBLY: THE 94, A COMPOSITE, AND THE 96 GROUPS WILL  
COMPOSE THE 401 COMBAT WING AND WILL GLY IN THAT ORDER, THE  
COMPOSITE GROUP WILL BE COMPOSED OF TWO SQUADRONS FROM THE  
96 GROUP PLUS ONE SQUADRON FROM THE 94 GROUP WHICH WILL FORM  
THE HIGH SQUADRON.

THE 94 GROUP AT 5000 FEET AT ZERO HOUR MINUS 10  
MINUTES WILL BE OVER EARLS COLNE AND WILL PROCEED AT THAT  
ALTITUDE TO PETERBOROUGH ARRIVING AT ZERO HOUR PLUS 9 MINUTES.  
THE COMPOSITE AND 96 GROUPS WILL ASSEMBLE OVER BISHOP'S  
STORTFORD AT ZERO HOUR MINUS 9 MINUTES AT 4000 FEET AND 3000 FEET  
RESPECTIVELY AND WILL PROCEED TO JOIN AND FOLLOW THE 94 GROUP  
ON THE 401 COMBAT WING ASSEMBLY LINE EARLS COLNE TO PETERBOROUGH

THE 401ST COMBAT WING WILL PROCEED FROM PETERBOROUGH  
AT 5,000 FEET ALTITUDE AT ZERO HOURS PLUS 9 MINUTES AND WILL PROCEED  
ALONG THE 4TH AIR DIVISION ASSEMBLY LINE PETERBOROUGH TO SPLASHER  
NO.4 ARRIVING SPLASHER NO.4 AT 5,000 FEET ALTITUDE AT ZERO HOUR  
PLUS 30 MINUTES. X

THE 402ND COMBAT WING WILL JOIN AND FOLLOW  
THE 401 COMBAT WING ALONG THE 4TH AIR DIVISION ASSEMBLY LINE AT  
AN APPROXIMATE DISTANCE OF ONE AND A HALF MILES. THE LEAD GROUP  
WILL BE AT 5,500 FEET AND THE SECOND GROUP WILL BE AT 4,500 FEET.

B. ROUTE: FROM SPLASHER NO.4 TO 5435-0330 E TO 5420-0754 E.  
BOMBING ALTITUDE WILL BE REACHED AT THIS POINT. THENCE TO  
5355-0858 E TO I.P. AT 5323-0901 E TO TARGET.

C. AXIS OF ATTACK : 212 DEGREES MAGNETIC  
NM

D. RALLY POINT: 5302-0812 E.

E. ROUTE BACK: TURN RIGHT AFTER BOMBING TO 5302-0812 E TO  
5344-0725 E TO 5424-0646 E TO 5403-0353 E TO CRONER. START DESCENT  
AT 5344-0725 E TO MINIMUM ALTITUDE.

F. BOMBING ALTITUDE:

(1) 401 COMBAT WING :

94 GROUP - - - - - 27,000 FEET

COMPOSITE GROUP - - 26,000 FEET

96 GROUP - - - - - 25,000 FEET

(2) 402 COMBAT WING

LEAD GROUP - - - - - 27,500 FEET

2ND GROUP - - - - - 26,500 FEET

X. (1) BOMB LOADING : 5 X 1000 1/10 SEC NOSE - 1/40 SEC TAIL

CLIMB - IAS 150 MPH, 400 FEET PER MINUTE  
 CRUISE - BELOW 10,000 FEET - IAS 155 MPH.  
 CRUISE - ABOVE 10,000 FEET - IAS 160 MPH  
 DESCEND - IAS 170 MPH, 500 FEET PER MINUTE.

(4) TIME SCHEDULES: TO FOLLOW.

(5) IF THE LEAD GROUP COMMANDER DECIDES TO BOMB THE SECONDARY TARGET AND NOT THE PRIMARY TARGET HE WILL SHOOT TWO GREEN FLARES IN RAPID SUCCESSION.

(6) THE GROUP BOMBING METHOD WILL BE USED WITH SQUADRON BOMBARDIERS SIGHTING FOR RANGE IF POSSIBLE.

(7) INTERVALOMETER SETTING: 75 FEET.

(8) THE TIMES UNDER ASSEMBLY ARE CONTROL TIMES AND MUST BE MADE GOOD.

(9) IN CASE OF HEAVY CONDENSATION TRAILS, THE 402 COMBAT WING WILL ECHELON SLIGHTLY TO THE RIGHT.

4. NONE.

5. A. (1) HF/DF SECTION: '1G'.

(2) HF/DF EARLES COLNE: CALL SIGN NA8  
 FREQUENCY 3285 KC/S.

B. BOMBER TO BOMBER : 5065 KC/S

D. JAY BEANS: A-OFE 120, B - OFE 050, C- OFE 076

E. SPLASHER 3A, 4B, 5C, 6D, 7E, 8F, 10G AND 11 H.

G. CALL SIGNS : (BOMBER) W/T .

(1) 4TH WING COLLECTIVE: ZX7

(2) 94TH GROUP: YW3

(3) 95TH GROUP: 090.

(4) 96TH GROUP: U7X.

(5) 401 COMPOSITE GROUP: 1ZX7.

(6) 402 COMPOSITE GROUP: 2ZX7.

(7) 1ST WING: CC9.

H. AUTHENTICATING GROUP:

SPARE GROUP NO. 17 WILL BE USED AS AUTHENTICATING GROUP AND WILL BE IN FIRST GROUP OF ANY MESSAGE SENT ON WING FREQUENCY - CHECK ALL MESSAGES FOR THIS GROUP.

I. S.B.A. EARLES COLNE: 35 MC.

J. COMMAND R/T CALL SIGNS : DAREDEVIL

(1) 94 GROUP: DAREDEVIL ONE

(2) 401 COMPOSITE GROUP: DARE DEVIL FOUR

(3) 95 GROUP: DARE DEVIL TWO

(4) 96 GROUP: DARE DEVIL THREE

(5) 402 COMPOSITE GROUP: DARE DEVIL FIVE

K. LEADER OF LEADING GROUP WILL REQUEST FIX ON MULTIPLE OF 15 MINUTES BEGINNING AT 1135 HOURS. CALLSIGN TO BE USED ZX7A.

COMBOWING FOUR

ALL STNS HOLD+

ALL STNS CLEAR AND 1 FOR K WITH R + CLEAR

V

FRA B.M.WHITING VA K WITH R

FRA R 110036B JLC VA

409

TZ

HEADQUARTERS  
 NINETY FIFTH BOMBARDMENT GROUP (H)  
 Office of the Base Engineering Officer

APO 804,  
 12 June 1943.

SUBJECT: Group Engineering Report on Combat Mission of June 11, 1943.

TO : Commanding General, Fourth Bombardment Wing, APO 804.  
 Commanding Officer, 95th Bombardment Group (H).

1. The following information is submitted concerning combat mission of the 95th Bomb Group (H) of June 11, 1943.
  - a. Twenty nine (29) B-17F airplanes took-off, two (2) returned to base before completing mission.
  - b. Twenty six (26) completed mission.
  - c. One (1) did not return.
2. There were two (2) abortive airplanes.
  - a. 42-29513 - Empty cases from lead plane hit prop-rod housing No. 1 engine causing oil leak.
  - b. 42-3091 - Took-off late, could not catch formation and returned.
3. Battle damage is as follows:
  - a. 42-27787 - Bullet hole on the upper edge of the left wing adjacent to the right hand side of No. 2 nacelle. Internal damage was as follows: Vacuum line severed, landing gear retracting tube severed, sheet metal damage to interior of nacelle. Bullet hole in No. 7 air scoop. Interior damage as follows: Compression member of rib severed, compressor member of main spar section ground. Flak hole in leading edge of panel opposite No. 1 fuel tank. Internal damage unknown. No. 3 engine tanks damaged.
  - b. 42-29503 - Bullet entered the top of the right hand stabilizer, exiting through the elevator. Damage as follows: Sheet metal and fabric repairs. No ribs cut. Flak hole approximately 4" on left hand side of vertical stabilizer. Flak hole approximately 1 - 2" on left hand veil turret plexi-glass. Small flak holes and cuts on lower section right hand side of vertical stabilizer.

CHARLES D. FIELDS,  
 Major, Air Corps,  
 Base Engineering Officer.

HEADQUARTERS  
NINETY FIFTH BOMB. GP. APO 634

11 June, 1943

SUBJECT: Armament Malfunctions During Mission.

TO : Commanding Officer, 95th Bombardment Group (H)

1. The following malfunctions were turned in to the Armament Officer following mission of 11 June, 1943:

Ship 229703

Left upper turret gun solenoid out. Right nose gun jammed.

Ship 229754

Second position stoppage of center nose gun.

Ship 29951

Right solenoid cable broken on upper turret.

Ship 9679

On upper turret, right gun would not feed. Left nose gun would not fire.

Ship 2311

Right waist gunner wants a new gun. ???

Ship 35791

Center nose gun feed box in way of charging handle. Side nose gun sights are not high enough.

Ship 29967

Ball turret leaking at 27,000 feet.

Ship 30164

Right ball turret gun solenoid burned out.

Ship 29803

Left ball turret solenoid out. Bomb bay door rods broken, caused by dropping bombs with emergency release and afterward attempting to close them electrically.

LEONARD F. DAWSON  
1st Lt., AC  
Armament Officer