

A.T.F.

C.W.

95 A. SQUADRON.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 30-11-44

TIME

BRAUND  
7961

PEARSON  
8760

KROOS  
7376

RADKE  
2455

HELM  
8269

DILLON  
1887

RICHARDSON  
6475

GREER  
7047

MELVIN  
2450

BRADLEY  
1867

HAMILTON J.  
8305

SHAW  
8199



745005

7/20/07

12. CREW COMMENTS AND SUGGESTIONS:

*need more ammunition*

*for gunners*

Interrogator

*J. W. Nichols  
capt. ac.*

Time Completed

*17.45*

SUBJECT: PFF BOMBING REPORT. Merseburg Germany 11-30-44  
(BRIEFED TARGET) (DATE)

TO : COMMANDING GENERAL, 3RD BOMBARDMENT DIVISION, APO 559.

1. The following is the interrogation report submitted by the Radar Navigator of PFF aircraft # \_\_\_\_\_ which participated in the above operational mission.

Radar Navigator Mitchell, E. 1st Lt A.C. PFF Mission # 19  
(Name) (Rank)

Pilot Braund D.R. Nav. Murray Bomb. DAVIS

Airplane 961 Squadron 335 Group 95 Combat Wing 13  
(Serial No.)

Formation Lead: Lead Squadron of B Group 13CW  
(Lead or deputy lead of which squadron)

Was bombing done by Squadrons? Yes Group? \_\_\_\_\_

Were bombs dropped by H2X? No Micro-H? No Visually Yes

Combination? (If so, what?) Visual, PFF Assist.

What was visibility over target? (Smoke?) CAVV - smoke screen

Other outside interference on bomb run: None

Coordinates of IP? As briefed 50° 30' 1154 Other \_\_\_\_\_

Was drift killed on bomb run? Yes

At bombs away: True Alt. 2000 True Heading 325 G.S. 190

Drift 10 Rt. Time bombs were dropped 1314

Target attacked: Oil Refinery, Merseburg.

Radar Navigator's opinion of the bombing results from the MPI:

✓ (Short)      0 (Over)      0 (Right)      0 (Left)

Was Mickey Equipment working satisfactorily on the bomb run? No

If not, explain: Resolution poor. H2X on 5 mile scan out.

Bombing done by H2X technique

1. Distance target first identified in scope: 40

2. Was bombsight coordination used? No What ground range checks were used? 15 Did indices agree with checks? \_\_\_\_\_

3. Did the radar navigator or bombardier set up course? RN range? Bomb.

4. Were any visual corrections made by the bombardier? Yes

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Authority NND 745005  
By ASNARA Date 7/20/07

PART II

OPERATIONAL USE OF H2X EQUIPMENT

D\*11

A/C No. 881 PILOT GRAUNT NO MITCHELL MISSION H2X 18  
 DATE 30 NOVEMBER 44

(A) PERFORMANCE OF H2X EQUIPMENT:(1) TECHNICAL DEFECTS:

H2X WOULD NOT LOCK IN ON THE 50 MILE RANGE  
 RANGE AND DEFINITION DROPPED OFF GRADUALLY ABOVE 23,000'  
 ALTITUDE. AT 27,000' ALTITUDE THE RANGE HAD DROPPED TO  
 50 MILES AND THE DEFINITION WAS ONLY FAIR.

COULD EQUIPMENT BE USED FOR BOMBING? YES OR NO YES

(2) TIME AND PLACE OF VARIATION OF PERFORMANCE, IF ANY:

ABOVE 23,000 FEET, ALTITUDE

(3) RANGE OF BEACONS:

BEACONS WERE NOT TRIED

(4) OTHER INFORMATION:

BELOW 23,000 FEET THE RANGE WAS 75 MILES WITH EXCELLENT  
 DEFINITION

*Norman H. Moore*  
 NORMAN H. MOORE  
 1ST LT. A. G.  
 PFF MAINTENANCE O.

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By NSNARA Date 7/20/07

12. CREW COMMENTS AND SUGGESTIONS:

*Crew should be shown picture of Target*

Interrogator

*W*

Time Completed

*1815*

12. CREW COMMENTS AND SUGGESTIONS:

*Why can't they put more  
crystals in "c" channel.  
When is it permissible for gunners to test fire guns?*

Interrogator

*x Peice*

Time Completed

*1000*

DECLASSIFIED  
Authority NND 745005  
By NSNARA Date 7/22/07

Flier

A

INTERROGATION FORM

J Hamilton

1. 95 A 335 8305 G 20X 250# 0902 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

P 1st.Lt. Hamilton, J.E. T/S Predmore, J.J.  
CP 2nd.Lt. Brock, C.O. S/S Rolan, L.M.  
N 2nd.Lt. Walding, W.H. S/S Gomez, J.  
B S/S Clark, J. S/S Schroedter, E.J.  
RG T/S Kopke, F.R.  
OB

DECLASSIFIED Authority NND 745005 By ASNARA Date 7/29/07

Krause  
A

INTERROGATION FORM

Helm

1. 95A 335th 8269 K 20X250 0903 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

P 1st Lt. Helm, W.G. T/S Clearey, J.R.  
CP 1st Lt Londer, M. L. S/S Morris, W. M.  
N 1st Lt. Trylko, P. A. S/S Looney, J. M.  
B 1st Lt. Griparis, A.  
RG T/S Koch, G.P. S/S Meredith, C.L.  
OB

4. RESULTS OF BOMBING.

Target Messing Time Bombs Away 1314 Altitude 27500'

Number of Bombs Dropped 20 X 250 GP Number of Bombs Returned

Number of Bombs Jettisoned

Observed Results of Bombing Too much smoke to see. (Time, Place, and Reason)

\*Track at Bombs Away \*Track after Bombs Away

\*Evasive Action (I.P. to Target) (Description)

11. DAMAGE TO A/C Major - Turbine change.

12. CREW COMMENTS AND SUGGESTIONS:

Truck situation still pass-poor.

Interrogator

FEIA

Time Completed



7. ANTI-AIRCRAFT FIRE:  
Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
<i>Merridun</i>	<i>1310/1314</i>	<i>27000</i>	<i>Acc.</i>	<i>Tchg</i>	<i>Mod</i>

8. Flak Observed  
(Place and time only)

Special Flak Information *With flak as target came a new projectile - no smoke or vapor trail - exploded at*

8. FRIENDLY A/C IN DISTRESS  
Place Time of A/C Cause and Extent of Damage, as Reported to A/C, Crates Seen,  
*Saw 5 go down behind us but couldn't identify.*

9. OBSERVATIONS OF CREWS: (Smoke Screens, Balloon Barrages, Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place	Time	Observation
<i>5009-0706</i>	<i>1204</i>	<i>Meteorological. Balloon seen at our exact altitude (23000) had about 5' of cord hanging and a box of the size of a 2 lb candy at the end.</i>

10. CASUALTIES: *None*  
(Name, Type of Injury, Cause)

11. DAMAGE TO A/C *Minor*

12. CREW COMMENTS AND SUPERVISORS:  
*Excellent planning & execution of the mission. Well briefing this morning.*

Interrogator *ACK* Time Completed

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By *NSNARA* Date *7/20/07*

*The flak heard - looks gray burst in comparison to the other flak bursts - when it exploded no flame was seen and burst gray smoke visible. Must be in a large box - think you are in a large box - within 50' of alt. burst at the shoulder*



7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place Time Altitude Accuracy Type Intensity

5010N  
0810E 1211 23000 Inacc. Trk. Mg. <sup>Mag.</sup>  
Tgt. 1315 27000 Acc. Trk. Br. Heavy Intens.  
10. 06. Frankfurt/472 25000 Inacc. Br. Light

Flak Observed

(Place and time only)

Special Flak Information

8. FRIENDLY A/C IN DISTRESS

3. B-17's down over T.G. 2  
(+1.0, Place, Type of A/C, Cause, and  
Extent of Damage, what happened to A/C, Crews Seen, etc.)  
Low up - one at 27th one at 15000.  
3rd was out of control. Saw chutes  
from 3rd.

9. OBSERVATIONS OF CREWS: (Smoke Screens, Balloon Barrages, Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place Time Observation

5010N  
0701E 1200 24000' Saw <sup>WHITE</sup> balloon  
~~observed~~ about 1/4 mile ahead of  
formation & to right at  
same altitude. Round  
spiny metal object  
hanging 5 or 6 ft below  
balloon. About 2' in  
diameter.

10. CASUALTIES:

(Name, Type of Injury, Cause)

11. DAMAGE TO A/C

Major

12. CREW COMMENTS AND SUGGESTIONS:

Men monitoring  
fighter channels were slow answering  
& contacting fighters.

Interrogator

J. B. Best

Time Completed

1740

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By ASNARA Date 7/20/07



15005

1/20/07

12. CREW COMMENTS AND SUGGESTIONS:

*(Handwritten scribble)*

*Out to museum 30 and a DFC*

Interrogator

*(Handwritten signature)*

Time Completed



205  
10/07

D/C for murder

Interrogator

*[Handwritten signature]*

Time Completed

7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
<i>Huey</i>	<i>1214</i>	<i>26500'</i>	<i>V. Acc.</i>	<i>Very</i>	<i>Intense</i>
	<i>1218</i>		<i>(about a dozen rockets also)</i>		



7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
Hilseburg	1314	26500'	V. Acc.	V. Chg.	Intense
	1318			(about a dozen rockets also.)	

Flak Observed

(Place and time only)

Special Flak Information

(5/6) Saw 1 flak burst that red tendrils shot out in all directions.

8. FRIENDLY A/C IN DISTRESS

1323 - B-17 from B-29 hit by flak & burned as he weaved, they dove straight down in flames - no chute.

1323 - B-17 off to L & behind - hit by flak in #4 engine - it burned & wing burned & went down in flames - no chute.

9. AIRBORNE STORES - Barrages, Artillery Concentrations, of Troops - Vehicles - Vessels, etc.

1323 - B-17 off to L hit in #1 engine & burning as it passed below us (formation checking with wing - something black came out and 1 chute came out - #4 wing broke off).

1317 - B-17 off to L hit by flak in #5 - B-17 up & fuse burning as it turned on its back and broke into a dive - no chute.

1317 - B-17 to rear hit by flak #2 on fire - weaving - broke into a tail spin burning & disintegrating as it fell. None.

10. AIRBORNE STORES (Name, Type of Injury, Cause)

11. DAMAGE TO A/C

Major Sgt.

12. CREW COMMENTS AND OBSERVATIONS:

None.

Interrogator

AK

Time Completed

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Authority NND 745005

S-2 FORM---A/C RETURNING EARLY FROM OPERATIONAL MISSIONS

(To be filled in by pilot and/or navigator immediately upon return to base)

PILOT'S NAME JOHN V. BRADLEY A/C NUMBER 1867 DATE 30 NOV 44

TIME AND PLACE OF TURN BACK OVER BEZEL 09:58  
(Give exact coordinates)

REASON FOR TURN BACK GAS LEAK IN PRIMER LINE

DISPOSITION OF BOMBS:

RETURNED \_\_\_\_\_

JETTISONED 20 - 250 # (Number, size, and type) 40 MILES EAST OF SOUTHWARD 152° 19' N  
(Number, size, type, time, and place)

JETTISONED STATE REASON CONTROL TOWER INSTRUCTIONS

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Authority AND 745005

By AS NARA Date 7/20/07



A.T.F.

C.W.

95-B-SQUADRON

FORMATION DIAGRAM

55TH BOMB. GROUP (H)

DATE 30-11-44

TIME

HENDRICKSON  
7992

LASH  
8543

SQUYRES  
2066

RISTINE  
7257

FLETCHER  
8255

WALTER  
1939

SUTKOWSKI  
7232

DOXON  
8281

OLSON  
8288

RAND  
7844

COFFMAN  
8331

TESSIER  
8441

L'ECUYER  
8106



11. DAMAGE TO A/C

*UNNOV (I.P. B.K.L.)*

12. CREW COMMENTS AND SUGGESTIONS:

*Navigators don't have enough*

*RHUR RHEIMS maps.*

Interrogator

*J X Perce*

Time Completed 1740

FIELD  
745005  
7/20/07



8. FRIENDLY A/C IN DISTRESS <sup>Target area</sup> 1 B-17 <sup>up behind</sup> burning <sup>exploded</sup>  
 5 B-17 down ops ahead - burning. 5 Chutes  
 Extent of Damage, What Appeared to A/C, Chutes Seen, etc.)  
 2 B-17 hit over Zetty. Going down burning.  
 (B-17 in tight spiral - of P-510 with him  
 5020-0600 1440.

9. OBSERVATIONS OF CRISIS: (Smoke Screens, Balloon Barrages, Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place	Time	Observation
5005-0728	1214	Big balloon <sup>30 feet diameter</sup> with something dangling beneath it at altitude. Seemed stationary.

10. CASUALTIES: None  
 (Name, Type of Injury, Cause)

11. DAMAGE TO A/C Minor (LP-BRT) #

12. CREW COMMENTS AND SUGGESTIONS: Crew due for flak pass.

Interrogator S. Wheaton Time Completed \_\_\_\_\_

11. DAMAGE TO A/C None - Return 1 P-510

12. CREW COMMENTS AND SUGGESTIONS: \_\_\_\_\_

Interrogator [Signature] Time Completed 1710

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 Authority ND 745005  
 By NSNARA Date 7/20/03



SUBJECT: PFF BOMBING REPORT. Messberg (Lenna) 30/NOV/48  
(BRIEFED TARGET) (DATE)

TO : COMMANDING GENERAL, 3RD BOMBARDMENT DIVISION, APO 559.

1. The following is the interrogation report submitted by the Radar Navigator of PFF aircraft # 7992 which participated in the above operational mission.

Radar Navigator FINFINGER, R.T. F/O PFF Mission # 4  
(Name) (Rank)

Pilot HENDRICKSON, M.A. D.R. Nav. VANPATTEN, D.D. Bomb. JONES, C.T.

Airplane 7992 Squadron 412 Group 95 Combat Wing 13  
(Serial No.)

Formation Lead: LEAD HIGH SQUADRON  
(Lead or deputy lead of which squadron)

Was bombing done by Squadrons? Yes Group? \_\_\_\_\_

Were bombs dropped by H2X? \_\_\_\_\_ Micro-H? \_\_\_\_\_ Visually ✓

Combination? (If so, what?) \_\_\_\_\_

What was visibility over target? (Smoke?) Smoke

Other outside interference on bomb run: \_\_\_\_\_

Coordinates of IP? As briefed \_\_\_\_\_ Other ?

Was drift killed on bomb run? Yes

At bombs away: True Alt. 2 True Heading 330 G.S. \_\_\_\_\_

Drift \_\_\_\_\_ Time bombs were dropped 1315

Target attacked: LELINA

Radar Navigator's opinion of the bombing results from the MPI:

✓ (Short) (Over) (Right) (Left)

Was Mickey Equipment working satisfactorily on the bomb run? No

If not, explain: Picture (signals) were fading out!

Bombing done by H2X technique

- Distance target first identified in scope: Not possible to say
- Was bombsight coordination used? \_\_\_\_\_ What ground range checks were used? \_\_\_\_\_ Did indices agree with checks? \_\_\_\_\_
- Did the radar navigator or bombardier set up course? \_\_\_\_\_ range? \_\_\_\_\_
- Were any visual corrections made by the bombardier? \_\_\_\_\_

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Authority ANND 745005  
By ASNARA Date 7/20/07

PART II

OPERATIONAL USE OF H2X EQUIPMENT

D\*11

A/C No. 992PILOT HENDRICKSONNO FINFINGERMISSION H2X 4DATE 30 NOVEMBER 44(A) PERFORMANCE OF H2X EQUIPMENT:(1) TECHNICAL DEFECTS:

WEAK SIGNALS WERE REPORTED ABOVE 20,000'. RANGE DROPPED OFF TO ABOUT 25 MILES AT 28,500' ALTITUDE. TILT HAD TO BE USED AT AN ANGLE OF ABOUT -4 DEGREES TO OBTAIN BEST PICTURE. PRESSURE DROPPED DOWN TO 8 1/2 LBS AT ALTITUDE.

COULD EQUIPMENT BE USED FOR BOMBING? YES OR NO YES

(2) TIME AND PLACE OF DEFICIENCY OF PERFORMANCE, IF ANY:

ABOVE 20,000' ALTITUDE

(3) RANGE OF BEACONS:

BEACONS NOT USED

(4) OTHER INFORMATION:

RANGE WAS ONLY 40 MILES BELOW 20,000' WITH FAIR DEFINITION.

*Norman H. Moore*  
 NORMAN H. MOORE  
 1ST. LT. A. C.  
 PFF MAINTENANCE O.

DECLASSIFIED

Authority NND 745005

By NSNARA Date 7/29/07



Fier

B

INTERROGATION FORM

Olson

Pilot's last name

1. 95B 412th 8288 V 20X250 0852 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

						P	<u>2nd Lt. Olson, H.D.</u>	<u>S/S Baker, R.E.</u>
						CP	<u>F/O Tardiff, H. J.</u>	<u>Sgt. Shaffer, R.E.</u>
						N	<u>2nd Lt. Crocker, P.E.</u>	<u>T/S Butzu, J.S.</u>
						B	<u>S/S Hinds, D. L.</u>	
						RG	<u>S/S McCassin, J. J.</u>	<u>S/S Bucklin, W.P.</u>
						OB		

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By NSNARA Date 7/20/07

Rowell  
B

INTERROGATION FORM

RAND

Pilot's last name

1. 95B 536th 7844 R 20X250 0851 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

						P	<u>1st Lt. Rand, R. G.</u>	<u>Sgt. Adcock, E. L.</u>
						CP	<u>2nd Lt. Satterfield, W. E.</u>	<u>Sgt. Bright, R. P.</u>
						N	<u>2nd Lt. Pliskin, T. R.</u>	<u>Sgt. Mason, G. W.</u>
						B	<u>2nd Lt. Mullins, C. S.H.</u>	
						RG	<u>Sgt. Everett, E. V.</u>	<u>Sgt. Bell, C. R.</u>
						OB		<u>T/Sgt. Gremer, E.</u>

4. RESULTS OF BOMBING.

B

INTERROGATION FORM

Ristine

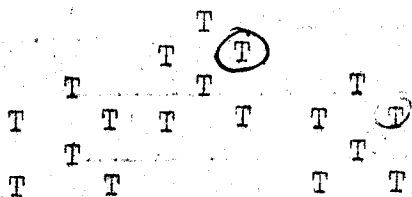
Pilot's last name

1. 95 B 412 7257 L 0846 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)



P 1st.Lt. Ristine, P.E. S/S Martin, W.M.  
 CP 2nd Lt. Mutz, J.E. S/S Moore, J.T.  
 N 2nd.Lt. Fiske, R.H. S/S Hall, E.W.  
 B 2nd.Lt. Harmon, J.R. S/S Mattuski, J.C.  
 Shearon E.M.  
 RG S/S ~~KREYER~~

OB

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By NSNARA Date 7/20/07

Michels

B

INTERROGATION FORM

Squires

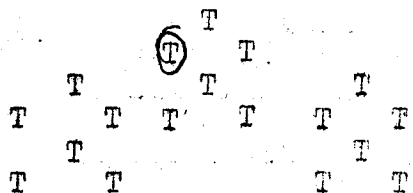
Pilot's last name

1. 95 B 412 2066 D 0846 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)



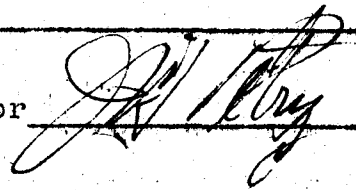
P 1st.Lt. Squires, R.E. Sgt. Murphy, J.B.  
 CP 2nd.Lt. Metheny, D.B. S/S Glanzer, B.  
 N 1st.Lt. Serowski, R. Sgt. Roth, D.  
 B S/S Righ, W.H.  
 RG T/S Rees, W.H. S/S ~~no~~ Kershner, W.L.

OB

D  
5005  
1/20/07

MPs - held us up on way in for 45 min waiting for A/C to  
land. Don't show judgement.

Interrogator



Time Completed 1730



Bentz

B

INTERROGATION FORM

Tessier

1. 95 B 412 8441 P Pilot's last name 0848 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

						P F/O Tessier, A.L.	Sgt. Grantonic, G.E.
		T				CP F/O Zurawlk, R.C.	Sgt. Boyd, J.C.
		T	T			N F/O Whalen, L.E.	Sgt. Russa, V.A.
T	T	T	T	T		B F/O Keyes, D.O.	
T	T			T		RG Sgt. DeWitt, F.A.	Sgt. Moore, R.L.
T	T			T		OB	

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Authority NND 745005  
By AS NARA Date 7/29/07

B Petry

INTERROGATION FORM

Sutkowski

1. 95 B 412 7232 0 Pilot's last name 0732 30-11-44  
Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
(Over Target)

						P Sutkowski, R.S.	Comer, L.C.
		T				CP Robinson, H.L.	Slaughter, J.D.
		T	T			N Peters, K.E.	Carron, A.J.
T	T	T	T	T		B Wilson, H.A.	
T	T			T		RG Ganci, J.C.	Butler, E.L.
T	T			T		OB	



A.T.F.

C.W.

95-C. SQUADRON.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 30-11-44

TIME

GILLEN  
8230

TOWER  
8283

WICKER  
2560

MADIGAN  
7154

PAYNE  
7383

DUNWOODY  
6993

RUDKINS  
8551

ABWENDER  
6528

DESHAZO  
8272

O'RIELLY

EARLEY  
6583

RYAN  
8617

GRIFFIN  
8776

INTERROGATION FORM

*Abwender*

1. 95C 334th 6528 P 20X250 0909 30-11-44  
 Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
 (Over Target)

				P	1st Lt. Abwender, D.	S/S Brown, B.
				CP	2nd Lt. Place, J.	S/S Kykyri, P.
					2nd Lt. Fryer, G.	S/S Pitasi, A.
				B	2nd Lt. Spinnenweber, R.	
				RB	S/S Lund, H.	S/S Pammer, F.
				OB		

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 By ASNARA Date 7/20/07

*mi. do wh...*

INTERROGATION FORM

*Deshazo*

1. 95C 336th 8272 P 20X250 ~~0915~~ 30-11-44  
 Group Squadron A/C Number Letter Bomb Load Take Off Date

2. A/C Returning Not Accomplishing Mission:

Place of Turn Back Time Reason

3. Position in Formation (Rank) (Name)(Initial) (Rank)(Name)(Initial)  
 (Over Target)

				P	2nd Lt. Deshazo, W.E.	Sgt. Fennoy, L. F.
				CP	2nd Lt. Brudnak, G.A.	Sgt. Bean, W. E.
				N	2nd Lt. Crail, W. J.	Sgt. Pharr, K. A. <del>XXXXXXXXXX</del>
				B	F/O Elhai, S.	
				RB	Sgt. Aasen, O. T.	Sgt. Cawrse, A. E.

*Check Payne*  
*Fei*

Plane with G on tail joined low speed - low element over  
Target & disappeared near flat line.

Weather Ballon at 12:13 - 8013' - 07°38'

Interrogator FEIR Time Completed \_\_\_\_\_

2 Trains at I.P. going ~~SW~~ N.E.

clean guns in morning.

Interrogator Nichols Time Completed 18:05

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By ASNARA Date 7/20/07



12. CREW COMMENTS AND SUGGESTIONS:

Had helluva time  
keeping up going in.

Interrogator

L. W. Nichols  
Capt. A.C.

Time Completed

18:05

12. CREW COMMENTS AND SUGGESTIONS:

I had not working  
properly. Too much flying over stake area.  
Navigator's briefing room too crowded. Not  
enough tables & chairs. Would be willing to  
go to other briefing room.

Interrogator

S. Wheaton

Time Completed

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Authority NND 745005

By ASNARA Date 7/24/07



7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place Time Altitude Accuracy Type Intensity

TGT ON RUN 1324 75000 ACCURATE TRACKING INTENSE

Flak Observed

(Place and time only)

Special Flak Information

8. FRIENDLY A/C IN DISTRESS ① 1324 TGT BIT - WICKER DMEGT  
(Time, Place, Type of A/C, Cause and

HIT BY FLAK - PART OF WING CAME OFF IN SPIN  
Extent of Damage, what happened to A/C, Chutes Seen, etc.)

SHIP ON FIRE NO CHUTES. ② 1326 TGT BIT - 100% GP.

FIRE STRIPPING BACK FROM LEFT SIDE IN WIDE FLAT SPIN

NO CHUTES. ③ BIT TWENTY MINUTES AFTER TGT STRIPPING

9. OBSERVATIONS OF CREWS: (Smoke Screens, Balloon Barrages, Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place

Time

Observation

UNDER CONTROL THEN DIVED. ④ 1324 TGT BIT

EITHER <sup>9500</sup> HIGH 5000 OR 3900M. DIRECT HIT BY FLAK. DIVED

WITH FLAME COVERING ENTIRE SHIP - LAST SEEN STILL

ON FIRE TRIED TO PULL OUT NO CHUTES.

GIBSON GIRL DIRECT HIT BY FLAK NEEDS CHANGING

SHIP WITH RED TRAIL PEELLED OUT OF FORMATION

AND FLEW BACK TO FRENCH COAST

10. CASUALTIES: NONE.

(Name, Type of Injury, Cause)

11. DAMAGE TO A/C MINOR. 1P TO TGT.

12. CREW COMMENTS AND SUGGESTIONS:

K13 SIGHTS ON PFF SHIPS TO MAKE UP

FOR BALL. 1P WAS OVERSHOT MADE TOO

LONG RUN IN FLAK.

Interrogator 1675 Joseph A. Zullo Time Completed 1825

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Authority ND 745005  
By ASNARA Date 7/29/07

SUBJECT: PFF BOMBING REPORT. MERSEBERG NOV 30, 1944  
(BRIEFED TARGET) (DATE)

TO : COMMANDING GENERAL, 3RD BOMBARDMENT DIVISION, APO 559.

1. The following is the interrogation report submitted by the Radar Navigator of PFF aircraft # 8230 which participated in the above operational mission.

Radar Navigator JAMES F. DEMENT 2ND LT PFF Mission # 4  
(Name) (Rank)

Pilot GILLEN D.R. Nav. D.J. BALLATORE Bomb. ME LYTTLE

Airplane 8230 Squadron C Group 95 Combat Wing 13  
(Serial No.)

Formation Lead: LEAD LOW SQUADRON  
(Lead or deputy lead of which squadron)

Was bombing done by Squadrons? YES Group? \_\_\_\_\_

Were bombs dropped by H2X? YES Micro-H? \_\_\_\_\_ Visually \_\_\_\_\_

Combination? (If so, what?) \_\_\_\_\_

What was visibility over target? (Smoke?) NO CLOUDS HVY SMOKE

Other outside interference on bomb run: FLAK

Coordinates of IP? As briefed \_\_\_\_\_ Other \_\_\_\_\_

Was drift killed on bomb run? YES

At bombs away: True Alt. 25800 True Heading 345° G.S. 226K

Drift 7K Time bombs were dropped 1323

Target attacked: MERSEBERG

Radar Navigator's opinion of the bombing results from the MPI:

✓  
(Short) (Over) (Right) (Left)

Was Mickey Equipment working satisfactorily on the bomb run? YES

If not, explain: \_\_\_\_\_

Bombing done by H2X technique

1. Distance target first identified in scope: 400MILES
2. Was bombsight coordination used? NO What ground range checks were used? NO Did indices agree with checks? ?
3. Did the radar navigator or bombardier set up course? NAVIGATOR range? BOMBS DID NOT GO OUT. DROPPED LATE
4. Were any visual corrections made by the bombardier? NO

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PART II

OPERATIONAL USE OF H2X EQUIPMENT

D\*11

A/C No. 230PILOT GILLESMO DE WENTMISSION NET 4  
DATE 30 NOVEMBER 44(A) PERFORMANCE OF H2X EQUIPMENT:(1) TECHNICAL DEFECTS:**REGULAR INVERTER WENT OUT, AZ. STAB. OFF -8 DEGREES**COULD EQUIPMENT BE USED FOR BOMBING? YES OR NO YES(2) TIME AND PLACE OF DEVIATION OF PERFORMANCE, IF ANY:**REGULAR INVERTER WENT OUT AFTER ABOUT FIVE HOURS OF OPERATION**(3) RANGE OF BEACONS:**BEACONS NOT USED**(4) OTHER INFORMATION:**PRESSURE WAS ONLY SIX POUNDS AT ALTITUDE, BUT THE DEFINITION WAS STILL VERY GOOD, RANGE WAS 80 MILES***Norman H. Moore*  
**NORMAN H. MOORE  
1ST. LT. A. C.  
PFF MAINTENANCE CO.**

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7. ANTI-AIRCRAFT FIRE:  
Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
Tgt.	1314-26	75000	Acc.	Trky	Intense

Flak Observed  
(Place and time only)

Special Flak Information

8. FRIENDLY A/C IN DIS. LOSS Target area - 1314 - 13-17 in fire  
 (Place, Type of A/C, DOWN)  
 1321 - WINGER PLANE - DIRECT HIT - PLANE SEEN  
 Extent of Damage, what happened to A/C, Chutes Seen, etc.)  
 TO BOUNCE - THEN BURST INTO FLAMES - BILLED  
 OVER & DROPPED OUT OF SIGHT, NO CHUTES SEEN.  
 1321 - 2 MORE B-17'S GOING DOWN FAR OFF.

9. OBSERVATIONS OF CRENS: (Smoke Screens, Balloon Barrages, Airfields, Concentrations of Troops-Vehicles-Vessels, etc.)

Place	Time	Observation
5083N 1050E	1300	Smoke screen & balloon barrage just above smoke. Smoke looked like it was meant to hide a hill.

21500' 5010 N  
0654 E 1208 Balloon-white - 3 ft diameter  
 I metal object 8x4 inches hanging below balloon 3 ft. - rising - directly ahead of formation.

10. CASUALTIES:  
(Name, Type of Injury, Cause)

11. DAMAGE TO A/C MAJOR - hit before bombs away.

12. CREW COMMENTS AND SUGGESTIONS:  
 One S.O.P. - Climbed Lt 170 part of the time - descended 140 M.P.H.  
 One gunner was sick & no flight surgeon available at gunner's briefing.

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7. ANTI-AIRCRAFT FIRE:  
Flak Encountered:

Place Time Altitude Accuracy Type Intensity

Museburg 1322 24900 Very Tracking Intense

Flak Observed \_\_\_\_\_  
(Place and time only)

Special Flak Information \_\_\_\_\_

Search room - about 1250 hrs -  
at 5045 - 1103. Always  
follow aircraft.

8. FRIENDLY A/C IN DISTRESS <sup>①</sup> 1318 hrs - B-17 burning ahead at 11,000 high

(Time, Place, Type of A/C, Cause and Extent of Damage, what happened to A/C, Chutes Seen, etc.)

① - A minute later a B-17 from ahead at 1 o'clock high fell away on ground no chutes. ② Wichita - 560 - about 1320 hours - hit by fuselage

went into spin - flattened out & fuselage split at bombing. A little later one chute came out. A/C was burning.

9. OBSERVATIONS OF GROUND: (Smoke Screens, Balloon Barrages, Artillery, Concentrations of Troops - Vehicles - Vessels, etc.)

① - Payne hit our target about same time as Wichita. He pulled off & left, lost alt but seemed under control. Saw him get away below. Some engines pushing. Seemed under control when last seen - circling at target trying to head home. No chutes. Payne jettisoned his bombs after pulling off.

② - B-17 from 1 o'clock high (after bombs away) over target. As we turned from target he was hit. Caught fire - fired - blew up - then 2 chutes opened up after explosion.

10. CASUALTIES: \_\_\_\_\_  
(Name, Type of Injury, Cause)

11. DAMAGE TO A/C Minor - Peteran IP - Release

12. CREW COMMENTS AND SUGGESTIONS:

DF c/o mission

1203 hours - saw 1 white balloon about  
1100 hours - 1st balloon about 1100  
something. 1st balloon about 1100  
something.

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7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
Musching	1315/ 1330	25000	Acc.	Tchg	Intense

Flak Observed

(Place and time only)

Special Flak Information

Overshot DP into zeit flak.  
Height-finder flares from ground right at alt.

8. FRIENDLY A/C IN DANGER

(Name, Type of A/C, Cause and  
Extent of Damage, what happened to A/C, Chutes seen, etc.)

- 1318 - B-17 1/2 mi to L - hit by flak - exploded - jet wing fell off before it hit ground - no chutes seen
- 1322 - B-17 hit by flak & went down in flames returning burning - no chutes
- 1320 - Wacker hit by flak direct in BB or BT burst into flame & turned right over on his back & went into a dive in flames - no chutes

Place

Time

Observations

No story on Payne.

1319 Before Tgt 1 chute seen drifting across course from L to R.

10. CASUALTIES:

None

(Name, Type of Injury, Cause)

11. DAMAGE TO A/C

Minor

12. CREW COMMENTS AND SUGGESTIONS:

Put benches back in 354<sup>th</sup> armament shack to oil guns.

AAK

Time Completed

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7. ANTI-AIRCRAFT FIRE:

Flak Encountered:

Place	Time	Altitude	Accuracy	Type	Intensity
Target	1220	25000	Free	Truck + Tank	Utava

Flak Observed 1215 <sup>5813</sup> 0814 <sup>night</sup>  
 (Place and time only)

Special Flak Information

8. FRIENDLY A/C IN DISTRESS 1320 Target Wicker Diesel hit

(Time, Place, Type of A/C, Cause and Extent of Damage, what happened to A/C, Crews Seen, etc.)

in bomb bay before bomb away - started on fire and did a wing over & went down -  
(two chutes)

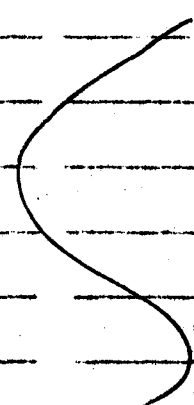
1325 3 miles W of Target B-17 was hit

and it went to ground and exploded <sup>no chute seen</sup>

9. One B-17 had one engine fire and went down  
 Airfields, Concentrations of Troops, Vehicles, Vessels, etc.)

Target before bomb away <sup>no chute</sup>

Place	Time	Observation
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10. CASUALTIES: None  
 (Name, Type of Injury, Cause)

11. DAMAGE TO A/C: Major (IP to Target)

12. CREW COMMENTS AND SUGGESTIONS:  
More ammunition for Tail Gunner

Interrogator [Signature] Time Completed 1800

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 By: ASNARA Date: 7/29/07