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HEADQUARTERS 305TH BOMBARDMENT GROUP (H) AAF  
Office of the Operations Officer  
APO 634

SECRET

BY AUTH. OF  
CO. 305TH B. GP.

5 July 1943  
INITIALED *LA*  
5 JUL 1943

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SUBJECT: Narrative Report of Operations of the 305th Bombardment Group (H) AAF, Nantes, 4 July 1943.

TO : Commanding Officer, 305th Bombardment Group (H) AAF, APO 634.

1. DESCRIPTION OF MISSION AND COMMENTS ON PLANNING AND EXECUTION.

a. The bomb loading for this operation was received from Headquarters, 102nd Provisional Combat Wing by telephone at 1725, 3 July 1943. The order called for Maximum Effort. All available aircraft to be loaded with 10X 500 lb bombs each with 1/10 seconds nose fuse and 1/40 seconds tail fuse.

b. The Attack Order was received from Headquarters, 1st Bombardment Wing by teletype at 2250, 3 July 1943. Briefing was set for 0700 and take-off time at 1000.

c. The 305th Bombardment Group was led by Capt C.A. Burgan, Pilot., 1st Lt H. Wojdyla, Bombardier., and 1st Lt R.F. Moran, Navigator.

d. The 305th Bombardment Group was the 2nd Group of the attacking force which consisted of 4 Groups.

2. COMMENTS ON OCCURANCES DURING MISSION.

a. A 360° turn was made just before leaving the English coast due to arriving early at the rendezvous point. Due to this we were late at Coast Out, and excessive speed was required to get back on schedule. Indicated air-speed from English coast was too high (170 to 175).

b. The lead group started descent right after bombs were away instead of as briefed. Descent was erratic.

c. The lead group of the 102nd Combat Wing turned about 8 miles short of the IP. The flight plan should be followed.

3. OPERATIONAL ANALYSIS OF AIRCRAFT.

a. A total of 25 aircraft of the 305th Bombardment Group were scheduled for this mission. 17 B-17's and 1 B-40 were scheduled for the 305th Formation. 6 aircraft were scheduled to fly with the Composite Group led by the 306th Group and 2 aircraft were scheduled to fly with the 92nd Bombardment Group.

b. 305th Bombardment Group.

18 aircraft scheduled (1 B-40 included).

3 aircraft aborted.

1 aircraft missing - 42-29641, Lt Scott, Pilot.

14 aircraft dropped bombs on target.

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c. Composite Group.

6 aircraft scheduled.

0 aircraft aborted.

6 aircraft dropped bombs on target.

d. 92nd Bombardment Group.

2 aircraft scheduled.

0 aircraft aborted.

2 aircraft dropped bombs on target.

1 aircraft missing - 42-5053 - Lt Wetzel, Pilot.

WILLIAM B. LAHRT,  
Major, Air Corps,  
Operations Officer.

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c. Composite Group.

6 aircraft scheduled.

0 aircraft aborted.

6 aircraft dropped bombs on target.

d. 92nd Bombardment Group.

2 aircraft scheduled.

0 aircraft aborted.

2 aircraft dropped bombs on target.

1 aircraft missing - 42-5053 - Lt Wetzel, Pilot.

WILLIAM B. LAHRT,  
Major, Air Corps,  
Operations Officer.

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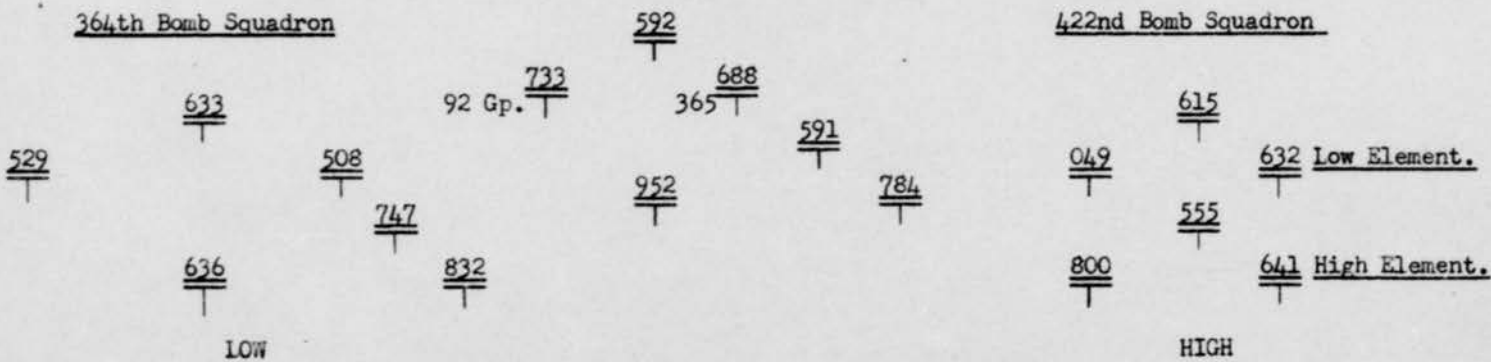
305TH BOMBARDMENT GROUP (H)  
TAKE OFF FORMATION  
4 JULY 1943

366th Bomb. Squadron.

364th Bomb Squadron

422nd Bomb Squadron

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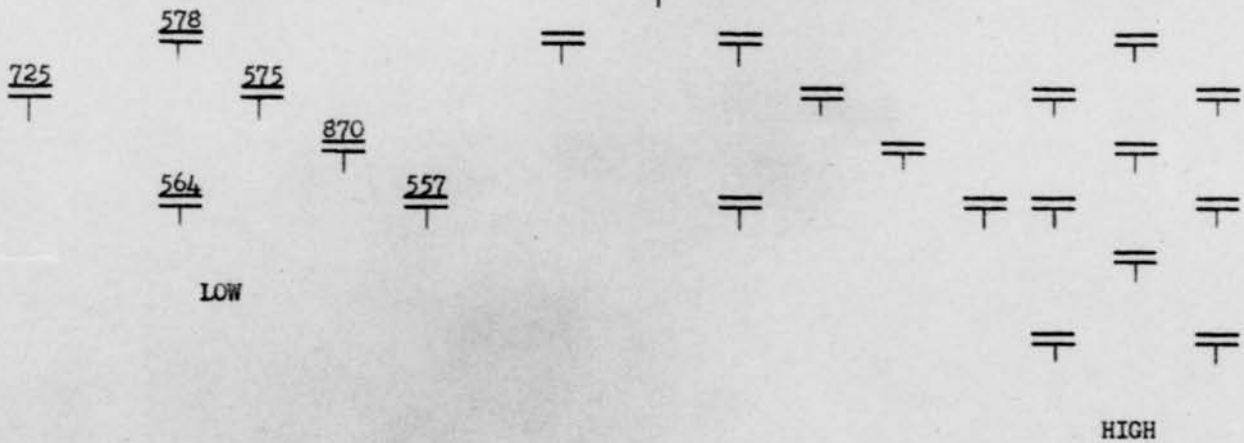
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COMPOSITE BOMBARDMENT GROUP (H)  
TAKE OFF FORMATION  
4 JULY 1943.

306th Bomb. Gp. (H)

365th Bomb. Squadron.

305th Bomb. Gp. (H)



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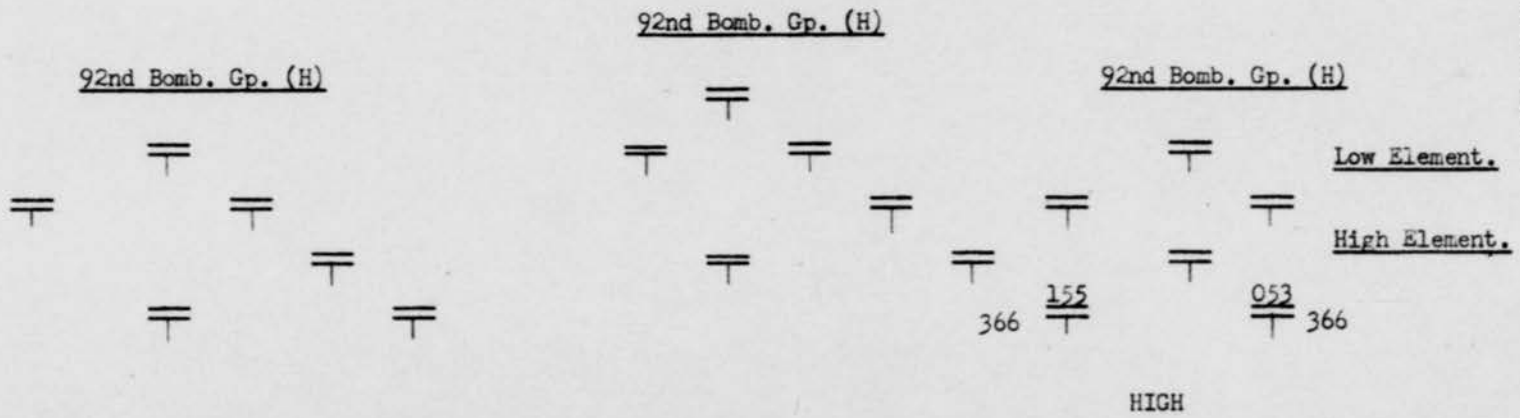
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92ND BOMBARDMENT GROUP (H)  
TAKE OFF FORMATION  
4 JULY 1943

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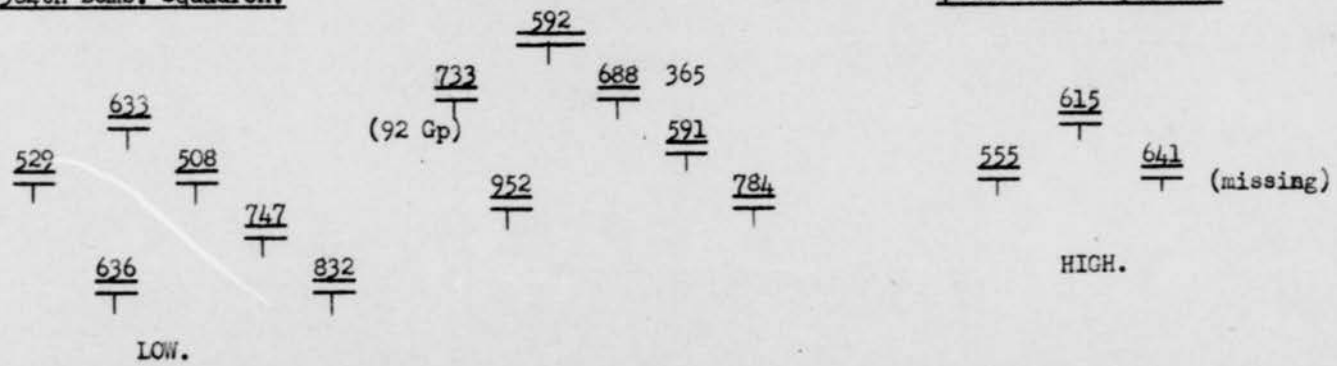
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305TH BOMBARDMENT GROUP (H)  
BOMBING FORMATION  
4 JULY 1943.

364th Bomb. Squadron.

366th Bomb. Squadron.

422nd Bomb. Squadron.



The 305th Bombardment Group was the 2nd Group of the attacking force which consisted of 4 groups.

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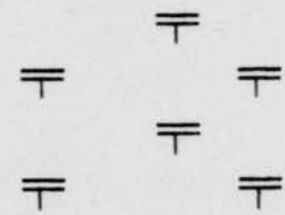
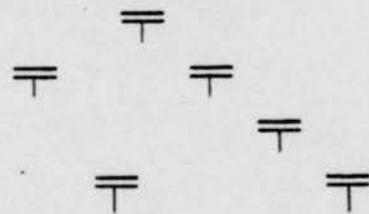
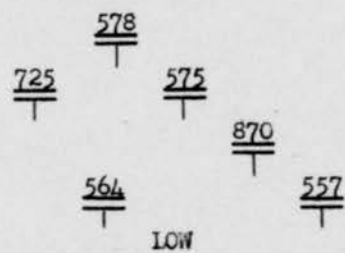
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COMPOSITE BOMBARDMENT GROUP (H)  
BOMBING FORMATION  
4 JULY 1943.

365th Bomb. Squadron.

306th Bomb. Gp. (H)

306th Bomb. Gp. (H)



HIGH

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The Composite Group was the 4th Group of the attacking force which consisted of 4 Groups.

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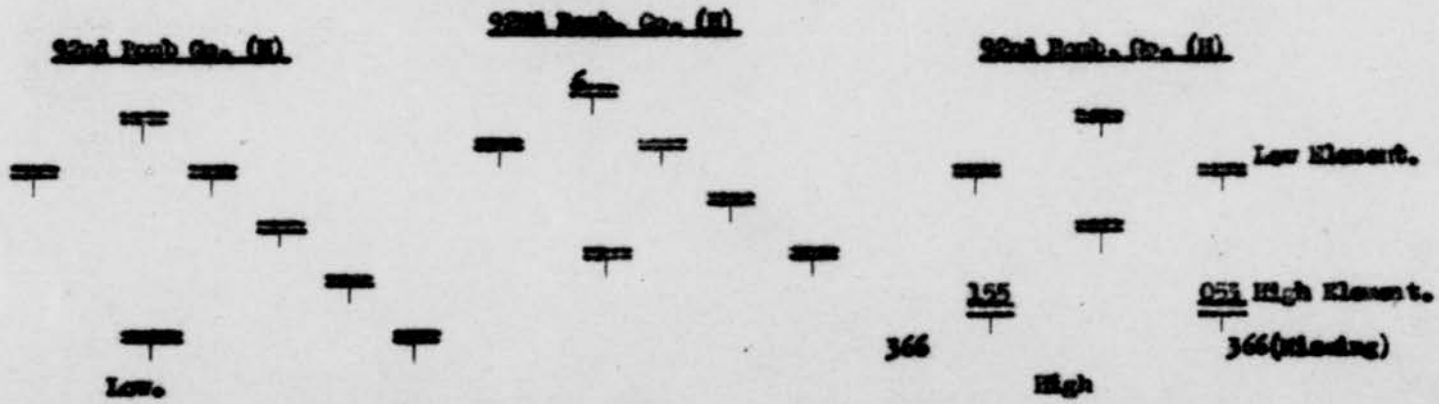


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92ND BOMBARDMENT GROUP (H)  
BOMBING FORMATION  
4 JULY 1944



The 92nd Bombardment Group was the 3rd group of the attacking force which consisted of 4 groups.

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422ND BOMBARDMENT SQUADRON (H)  
Office of the Operations Officer  
Station 105, APO 634

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4 July, 1943.

MEMORANDUM TO: All Concerned.

1. Following are the aircraft and crews flying with this organization on an operational mission, this date:

	41-24615	42-29632	42-3049
P	1st Lt Gilbert, F. R.	1st Lt Rodgers, H. B.	1st Lt Perkins, J. H.
GP	Capt Aber, E. J. Jr.	F/O Seay, T. S.	1st Lt Lewis, A. C.
N	2nd Lt Rodgers, J. C.	2nd Lt Bailey, A. L.	2nd Lt Otis, C. H.
B	1st Lt Monroe, J. L.	2nd Lt Reese, C. A.	2nd Lt Carruthers, G. C.
R	T/Sgt Dryer, R. T.	T/Sgt Lang, F. E.	T/Sgt Fedora, H. J.
TT	S/Sgt Collins, D. W.	Sgt Hagen, B. B.	S/Sgt Millar, J. C.
BT	S/Sgt Duntoman, J. W.	S/Sgt Mahoney, J. P.	S/Sgt Wendell, J. C.
TG	T/Sgt Mayer, K. V.	S/Sgt Skorupski, H. J.	S/Sgt Devine, J. F.
WG	Sgt Sucas, J. E. (364)	T/Sgt Lickose, J.	S/Sgt Strange, J. T.
WG	T/Sgt Burney, J.	Sgt Hetherington, M. W.	S/Sgt Abbott, T. L. S/Sgt Friend, G. H.
	42-29555	42-29641	42-29800
P	1st Lt Walker, H. T.	1st Lt Scott, F. W.	1st Lt Sparks, P. B.
GP	2nd Lt Anderson, D. K.	2nd Lt Braseal, R. C.	F/O Bower, L. F.
N	2nd Lt Urdang, B. E.	2nd Lt Bailey, W. R.	2nd Lt Sarrat, N. J.
B	1st Lt Markavey, G. I.	1st Lt Stone, L. O. (Op)	2nd Lt Greens, R. C.
R	T/Sgt Van Esley, J. F.	T/Sgt Malaby, R. C.	T/Sgt Kouri, E. L.
TT	T/Sgt Maymon, A. W.	T/Sgt Williams, M. D.	T/Sgt Brandmoen, G. H.
BT	S/Sgt Stewart, S. G.	S/Sgt Kowalski, J. G.	S/Sgt Awrajewicz, C. F.
TG	S/Sgt Copp, B. B.	S/Sgt King, A.	S/Sgt Simon, G. D.
WG	S/Sgt Waldman, A.	S/Sgt Hatake, V. J.	S/Sgt Brauser, C. H. Jr.
WG	S/Sgt Resnicoff, B.	S/Sgt King, A. W.	S/Sgt Spaight, D. Jr.

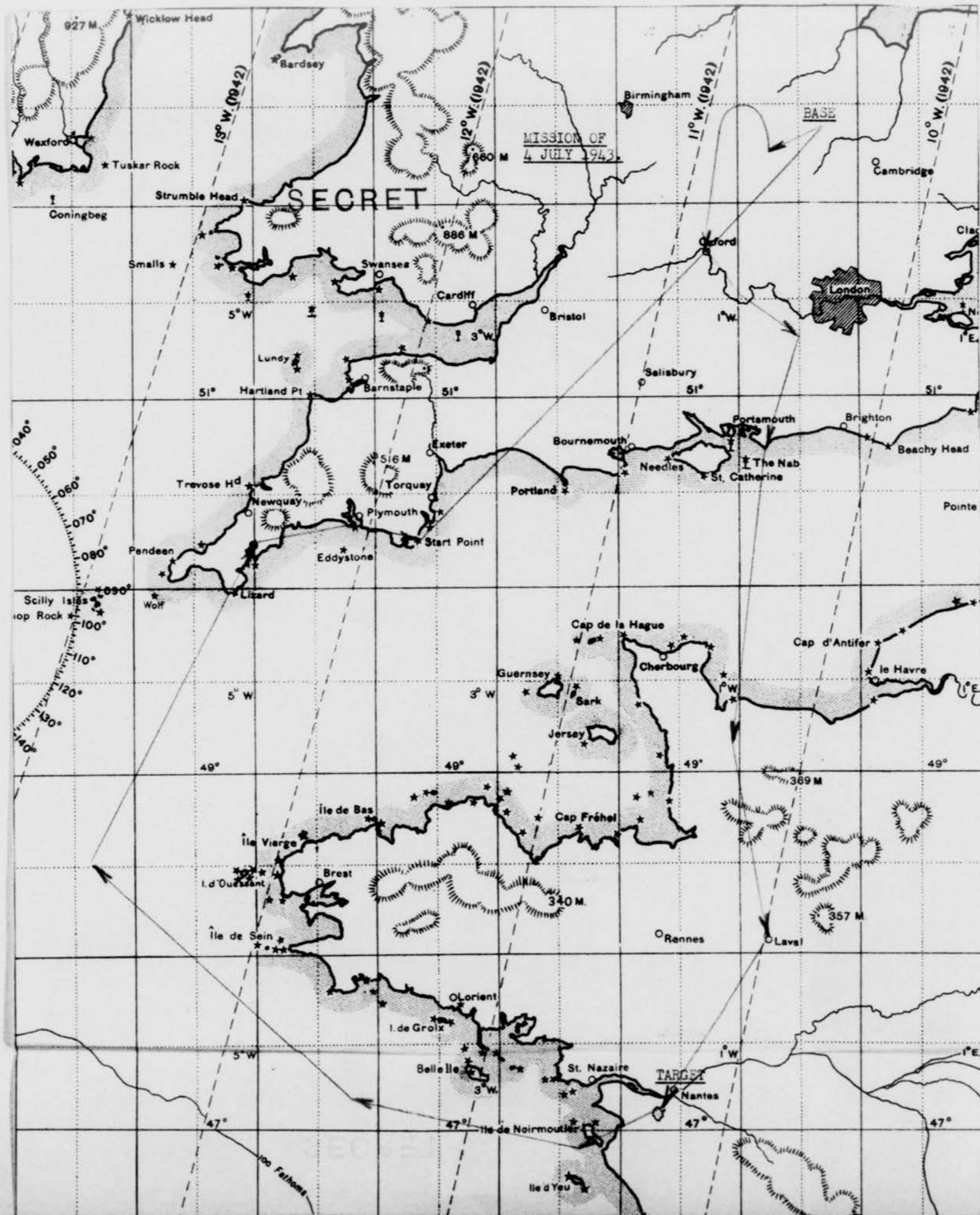
FRANK J. KRIESKY, T/Sgt  
Operations Clerk.

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305TH BOMBARDMENT GROUP (H)  
BATTLE DAMAGE AND GUNNERY RESULTS  
4 JULY 1943.

364th Bomb. Squadron.

529  
633  
508  
747  
636  
832  
LOW.

366th Bomb. Squadron.

592  
(92 Gp) 733  
688 365  
591  
952  
784

422nd Bomb. Squadron.

615  
555  
641 (Missing)  
HIGH.

365th Bomb. Squadron.

725  
578  
575  
870  
564  
557  
LOW.

92nd Bomb. Gp. (H).

Low Element.  
High Element.  
366  
155  
053  
366 (Missing)  
HIGH

— AIRCRAFT DAMAGED IN ACTION.  
| AIRCRAFT LOST IN ACTION.

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HEADQUARTERS 305TH BOMBARDMENT GROUP (H) AAF (E-2)  
Office of the Commanding Officer  
APO 634

600.915

6 July 1943.

SUBJECT: Fuel Consumption Report.

TO : Commanding General, 1st Bombardment Wing, APO 634.  
(Attention: Lt Provan).

1. Pursuant to instructions, letter, 1st Bombardment Wing, dated 23 February 1943., Subject: "Fuel Consumption, the following information for 4 July 1943 is submitted.

364th Bomb Squadron.

LETTER	NO.	FUEL CONSUMPTION	POSITION	TIME FLOWN
J	229533	Not Refueled - BD.	1st - 1st Element	6:56
D	229508	1483 U.S. Gals.	2nd - " "	6:44
L	229529	1288 " "	3rd - " "	6:52
F	25747	Not Refueled - BD. Landed St Eval.	1st - 2nd Element	5:46
H	229832	Not Refueled - BD. Landed Harrowbeer	2nd - 2nd Element	5:30
G	229636	Not Refueled - BD.	3rd - 2nd Element	6:54

365th Bomb Squadron.

X	229688	1482 U.S. Gals.	2nd - 1st Element 366th Formation.	6:36
R	124578	1161 U.S. Gals. Fuel & Time to Port Reath Only.	1st - 1st Element Low Sq - Composite	5:54
S	124575	1463 U.S. Gals.	2nd - 1st Element Low Sq - Composite	6:56
P	25725	Unk-At Port Reath	3rd - 1st Element Low Sq - Composite	---
T	229870	1145 U.S. Gals. Fuel & Time to St Eval Only.	1st - 2nd Element Low Sq - Composite	5:41
02	229557	1180 U.S. Gals. Fuel & Time to Exeter Only.	2nd - 2nd Element Low Sq - Composite	5:59
W	124564	1624 U.S. Gals.	3rd - 2nd Element Low Sq - Composite	6:55

366th Bomb Squadron.

G	124592	1460 U.S. Gals.	1st - 1st Element	6:47
B	124591	1585 U.S. Gals.	1st - 2nd Element	6:47
K	229784	Not Refueled - BD. Landed St Eval.	2nd - " "	5:27
J	229952	1160 U.S. Gals. Fuel & Time to St Eval only.	3rd - 2nd Element	5:30
L	25053	Missing in Combat	2nd - 2nd Element High Sq - 92nd Gp.	---
E	230155	Unk-At St Eval	3rd - 2nd Element High Sq - 92nd Gp.	---

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<u>422nd Bomb Squadron.</u>				
<u>LETTER</u>	<u>NO.</u>	<u>FUEL CONSUMPTION</u>	<u>POSITION</u>	<u>TIME FLOWN</u>
P	124615	1520 U.S. Gals.	1st - 1st Element	6:46
N2	229632	925 U.S. Gals.	2nd - 1st Element	2:59
		Re-Super. Neg. Out.		
W	23049	525 U.S. Gals.	3rd - 1st Element	1.52
		Re-Prop. No. 1 Eng.		
Y	229555	1480 U.S. Gals.	1st - 2nd Element	6:39
V	229641	Missing in Combat.	2nd - " "	
Z	293800	946 U.S. Gals.	3rd - " "	3:12
		Re-No.4 Super. Out		

All aircraft were topped after preflight on this mission.

For the Commanding Officer:

LOUIS ABRAMS,  
Capt., Air Corps,  
Adjutant.

3 Incls.

- Incl 1 - Bombing Formation - 305th Bomb Group (H).
- Incl 2 - Bombing Formation - Low Squadron - Composite Group
- Incl 3 - Bombing Formation - 305th Aircraft in 92nd Formation.

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HEADQUARTERS 305TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
APO 634

D-3-1

4 July 1943

TELETYPE: ROUTINE.

SUBJECT: S-2 TELETYPE REPORT, SECTION "A".

TO : Commanding General, 1st Bomb Wing, and Commanding Officer, 102  
Provisional Combat Wing.

S-1. Approximately fifty E/A were encountered. FW 190's and Me 109's predominated with a few Me 110's. The Me 109C was definitely identified. The first attack came at 1247 at the target, at the altitude of 27,300 ft. and continued until 1313 hours. At 4652N - 0240 W there was a let up of some four or five minutes, but they struck again at 1317 hours. At 4652N - 0330 W continuing until 1441 hours breaking off at 4740N - 0540W, we were then down to 3,000 ft. Five E/A attacked at 1421, 60 miles west of Ushant Island, our altitude 3,000 ft. The attacks were predominately from the rear, between four o'clock and eight o'clock, high and low, with a good many beam attacks and a few head on attacks. The attacks were very persistent and driven home. The E/A did appear slower today and made good targets. Several gunners were getting hits with no results. It is believed that the enemy fighters are carrying more armor plate than in the past. FW 190's were seen with only two wing guns and they were making very large flashes. These guns fired much slower than the 20MM.

S-2. A.A. gun fire was encountered first at 1246 at Nantes at 23,000 ft. It was continuous until 1248. It was meagre, black, accurate as to altitude and fairly accurate as to deflection. At 1243 at 4650N 0200W, meagre, gray A.A. fire at 22,000 ft, accurate as to altitude, inaccurate as to deflection. The next A.A. gun fire was encountered at 1200 hours at 21,000 ft at 4711N 0142W. It was meagre, accurate as to altitude and deflection and black. At 1257 at 20,000 ft at 4657N - 0212 W, moderate, inaccurate and black. At 1300 hours, at 17,500 ft at 4654N - 0215W moderate, black fairly accurate as to altitude. At 1301 at 19,000 ft, we were fired on by a convoy of 11 ships at 4700N 0235W. At 1318 at 16,000 ft at 4707N - 0350 W, meagre, black, accurate as to altitude.

All crews were very positive that there were more than 12 guns in the target area. Twenty simultaneous bursts were observed by several crew members. Some reports of inaccurate A.A. fire were accurate on other Squadrons. We had one casualty, a Waist Gunner from this fire.

S-3. Two of our A/C were lost. Bomber KYL (053) was hit on the

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bombing run and fell out of formation turning north. Four B/A were seen in pursuit. This A/C was under control when last seen. This occurred at 1248. A/C JJV (641) developed a terrific fire in the radio room at 1311, 7 miles SE of Belle Isle. Seven chutes were seen from this A/C, one was ablaze. Those who were able to bail out must have landed at least 5 miles from land.

S-4. Two of our A/C were rather severely damaged and put down at other bases. KXP put down at Port Beath and KYC at St. Eval. The crews of these A/C came on to base in other A/C of this Group that had landed to refuel.

S-5. Not available.

S-6. At 1245 hours at 22,000 feet over 47°55'N 0106°W a bivouac was observed in the woods. There were tents on the edge of the woods leading into the bivouac area. At 1248 while at 22,500 ft ten 4 engine single fin A/C were seen near Nantes. It is believed they were FW 200's. A very effective smoke screen was observed at St. Nazaire. At 1412 hours five fishing boats were sighted from 300 ft at 48°40'N - 06°40'W.

One of our A/C reported that while on a course of 236° from 50 mi WSW of Bristol his compass varied some 80°. This continued for about 15 minutes before it settled down.

A convoy of 5 large and six small vessels were observed at 1301 from 19,000 feet at 47°00'N - 0235°W. One crew member said they were 2 cruisers, 1 destroyer and 8 smaller vessels.

At 1528 hours at 5010N -0445W, 35 barges loaded with troops were observed from 1,000 feet. They were on a heading of 225°.

A semi-submerged sub heading east was observed at 1335 from 2,000 ft at 1335. At 1411 three men apparently uninjured were observed from 2,000 ft in a dinghy surrounded by debris, 4818N - 0555W.

At 1302 hours at 4650N - 0220 at 16000 feet a B-17 with engine a fire was seen heading east surrounded by FW 190's. This A/C was under control when last observed.

S-7. It is believed that the bombing was good. The 306th dropped short and our bombs were slightly over. The bottom of our pattern was on the target with a heavy concentration just over.

S-8. Crews used as fill in's in other groups are very very unhappy. This practice is not good for morale. One crew reported not receiving fix 80 miles out as was scheduled. B-40 pilots should stay in closer formation.

S-9. Twenty-six A/C including one B-40 took off from this base from 0945 until 1011 hours. Three A/C returned early. One had a run away prop and turned back at 1117 from 51°30'N 01°10'W. A/C #800 was abortive, turning back at 1159 hours from 52°06'N 00°53'W. The #3 engine showed no manifold pressure, the #4 prop ran away and #2 engine was rough.

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A/C #632 abortive, turning back from 49°50' N 01°00' W at 1203 hours. Trouble with #2 3 and 4 super-chargers, all three brought back their bombs. The route to the target was easily identified because of the Air Drome. All in all, it was a rather rough afternoon. The persistency of the fighters was perhaps the outstanding feature. One of our missing A/C was lost on the run, failing to bomb the target. The return route was about as briefed, there were some slight deviations. Several of our A/C were forced to ~~land~~ land at other stations to be refueled. One landed at St. Eval and sent the radio operator to the hospital. The A/C was so badly damaged that it was left there. Another damaged A/C was left at Port-Reath. The first A/C to return landed at this base at 1644, the last one at 1917. The last one to return stopped away from home base to hospitalize three wounded men. We claim 18 E/A definitely destroyed and six probables. Our losses were two A/C and crews and four wounded.

COBOMGR 305

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