

Les Batailles de l'Histoire de Bretagne

Titre exact (en capitales) **RAID AÉRIEN SUR SAINT-NAZAIRE**  
Date **1<sup>er</sup> mai 1943**  
Lieu précis **Espace aérien atlantique entre ST NAZAIRE et BREST.**

Nature et type : (cocher ou compléter)

<input checked="" type="checkbox"/> aérien	<input type="checkbox"/> escarmouche	<input type="checkbox"/> campagne
<input type="checkbox"/> maritime	<input type="checkbox"/> bataille rangée	<input type="checkbox"/> guerre civile
<input type="checkbox"/> terrestre	<input checked="" type="checkbox"/> guerre	<input type="checkbox"/> résistance
<input type="checkbox"/> .....	<input type="checkbox"/> siège	<input type="checkbox"/> insurrection
	<input type="checkbox"/> débarquement	<input type="checkbox"/> .....

Adversaires :  
(Pays, partis, personnages)

- 1 U. S. A.
- 2 ALLEMAGNE
- 3
- 4

Forces en présence : (armées, unités, généraux, effectifs...)

① 8<sup>e</sup> AIR FORCE : 306<sup>e</sup> B.G., 91<sup>e</sup> B.G., 305<sup>e</sup> B.G., 303<sup>e</sup> B.G.  
# - au départ 78 B.17 : 780 hommes. Gén. Sir Harold Alexander

② LUFTFLOTTE 3 : KG 806 - ME 110 (Nantes) au nombre de 4.  
③ I JG 53 : Nantes 20 chasseurs FW 190 et Me BF 109 Généralfeldmarschall Hugo Sperrle  
④ III JG 2 : Brest 25 chasseurs FW 190 et Me BF 109

Récit :  
Le 1<sup>er</sup> mai 1943, une formation de 78 fortresses volantes B.17 quitte l'Angleterre pour effectuer un raid sur la base sous-marine allemande de ST Nazaire.

Le bombardement est peu efficace.

Sur le chemin du retour, une tragique erreur de navigation conduit les B.17. sur Brest à 800 pieds d'altitude.

Pris à parti par la chasse et la Flak, 4 appareils américains sont abattus.

L'US Air Force doit revoir le système de formation de ses navigateurs et l'ensemble des aides radio-électriques à la navigation.

Résultat final : Bombardement peu efficace. 8 B.17 abattus. 18 chasseurs allemands abattus. Refonte de la formation des navigateurs de l'US Air Force.

Plan de la bataille : oui-~~non~~ à dessiner au dos (échelle 1/25000 si possible)  
indiquer les mouvements par des flèches

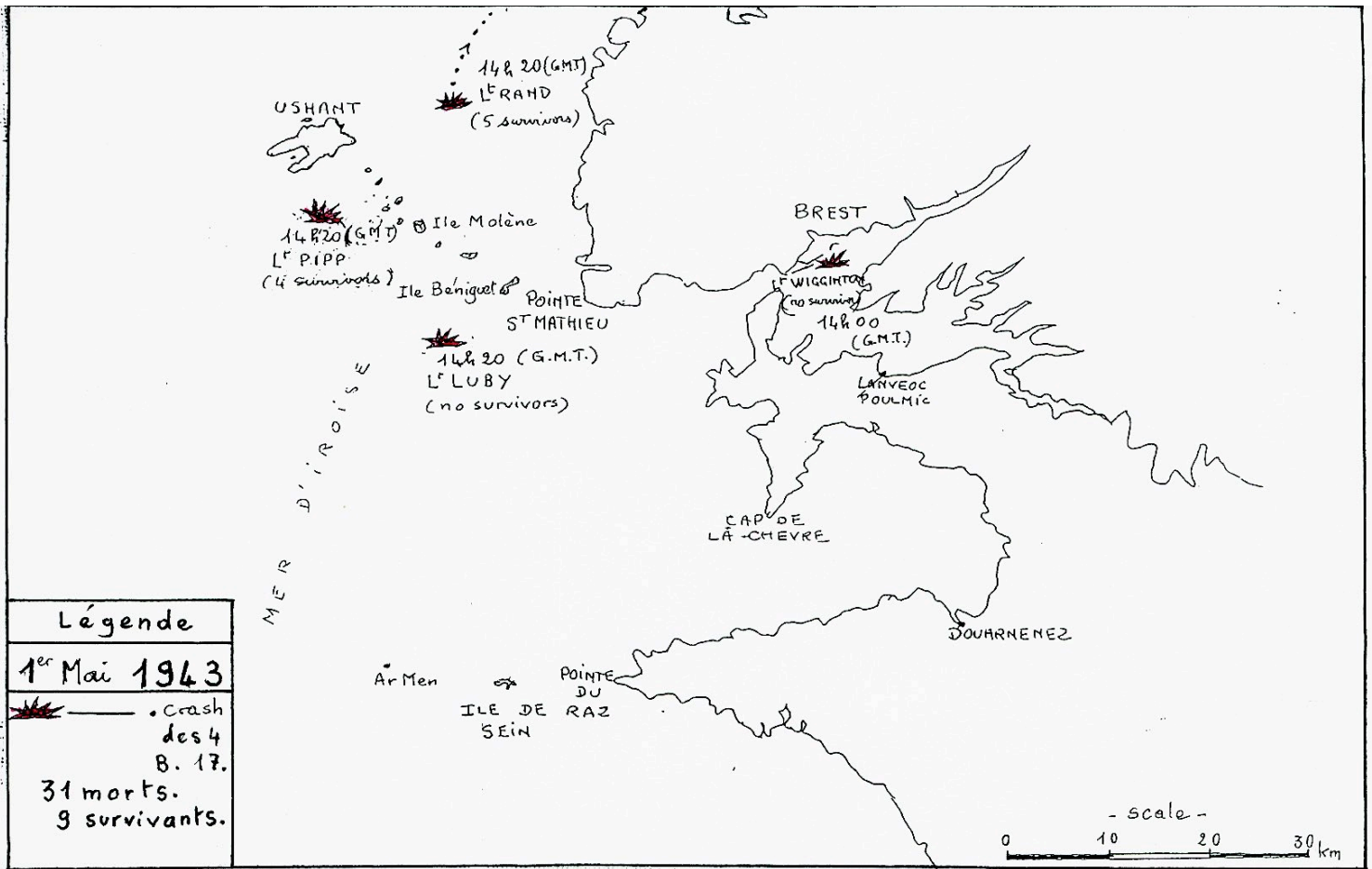
Bibliographie sommaire :

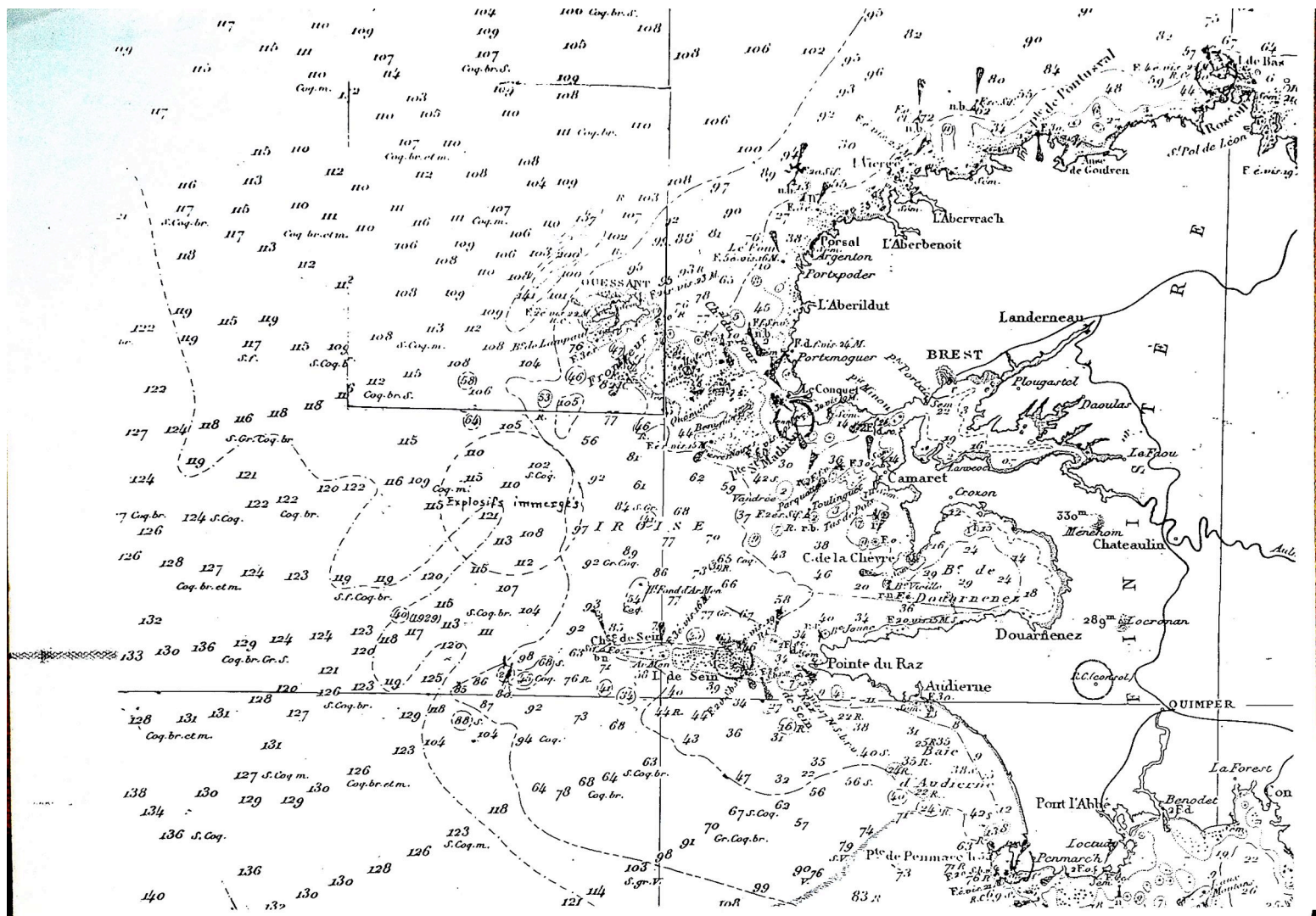
- National Archives of the United States - Department of the Air Force Headquarters U. S. A. F. Washington D. C.
- "Les Houles de la Mer d'Iroise" Editions Rennes
- "First over Germany" R.A. Strong. Charlotte U.S.A.
- "306<sup>th</sup> Echoes" Newspaper January 1995
- "The Bomber Command War Diaries". London

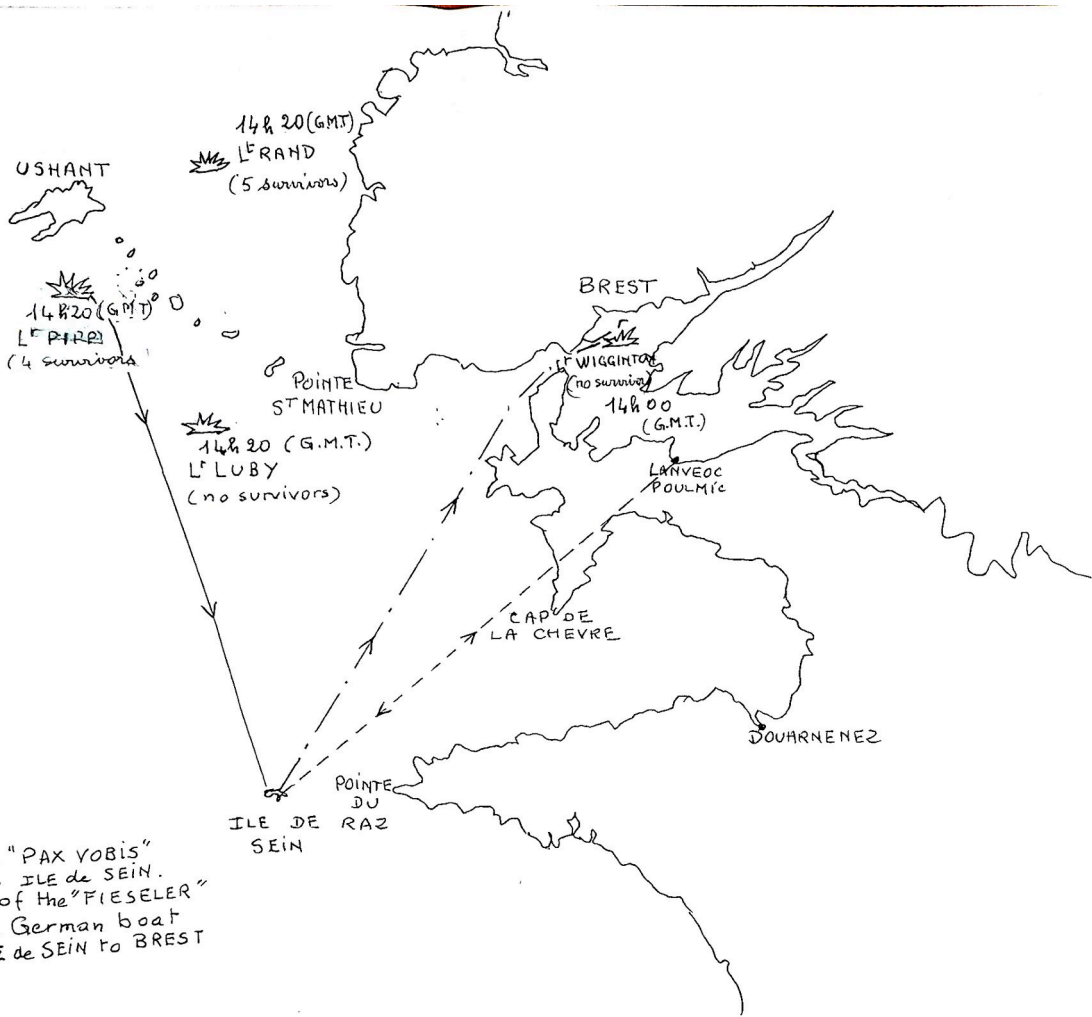
Nom du (des) rédacteur(s) et date :

Michel Mazéas

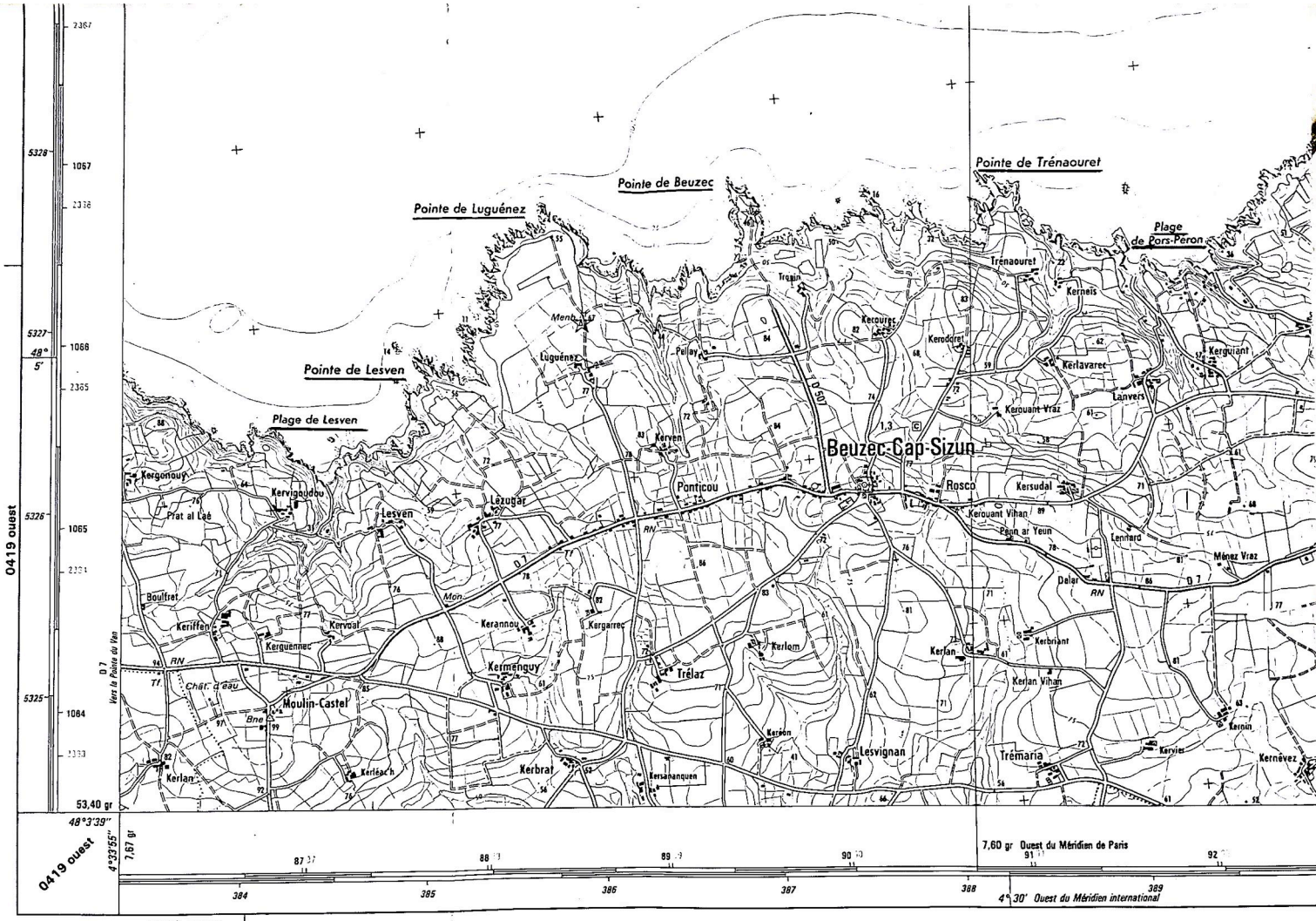
7 avril 2000







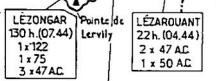
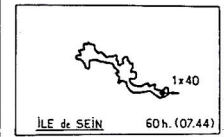
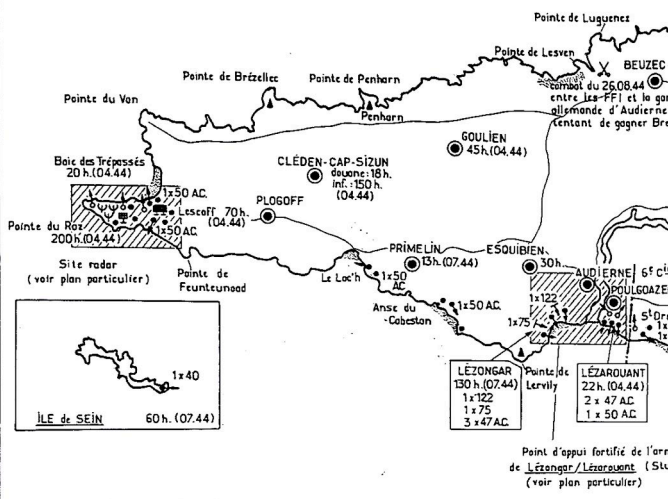
- Crash
- route of "PAX VOBIS" towards ILE de SEIN.
- ← - - - → flight of the "FIESELER"
- . - . → route of German boat from ILE de SEIN to BREST



0419 ouest

# Les Défenses du Mur de l'Atlantique dans le Cap Sizun en 1944

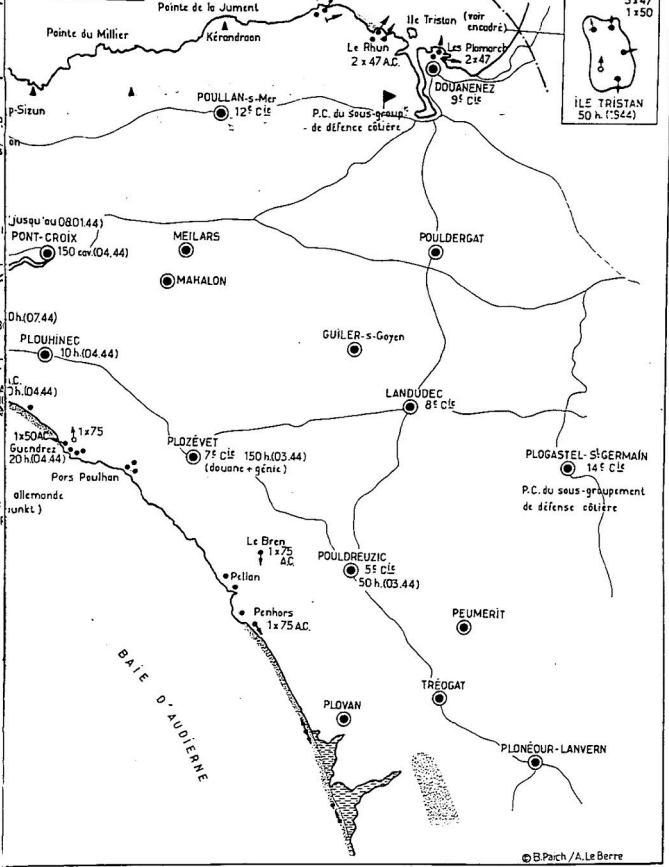
(d'après les documents : Service Historique de la Marine MM. Michel Bourdon et Pierre Quéfé)

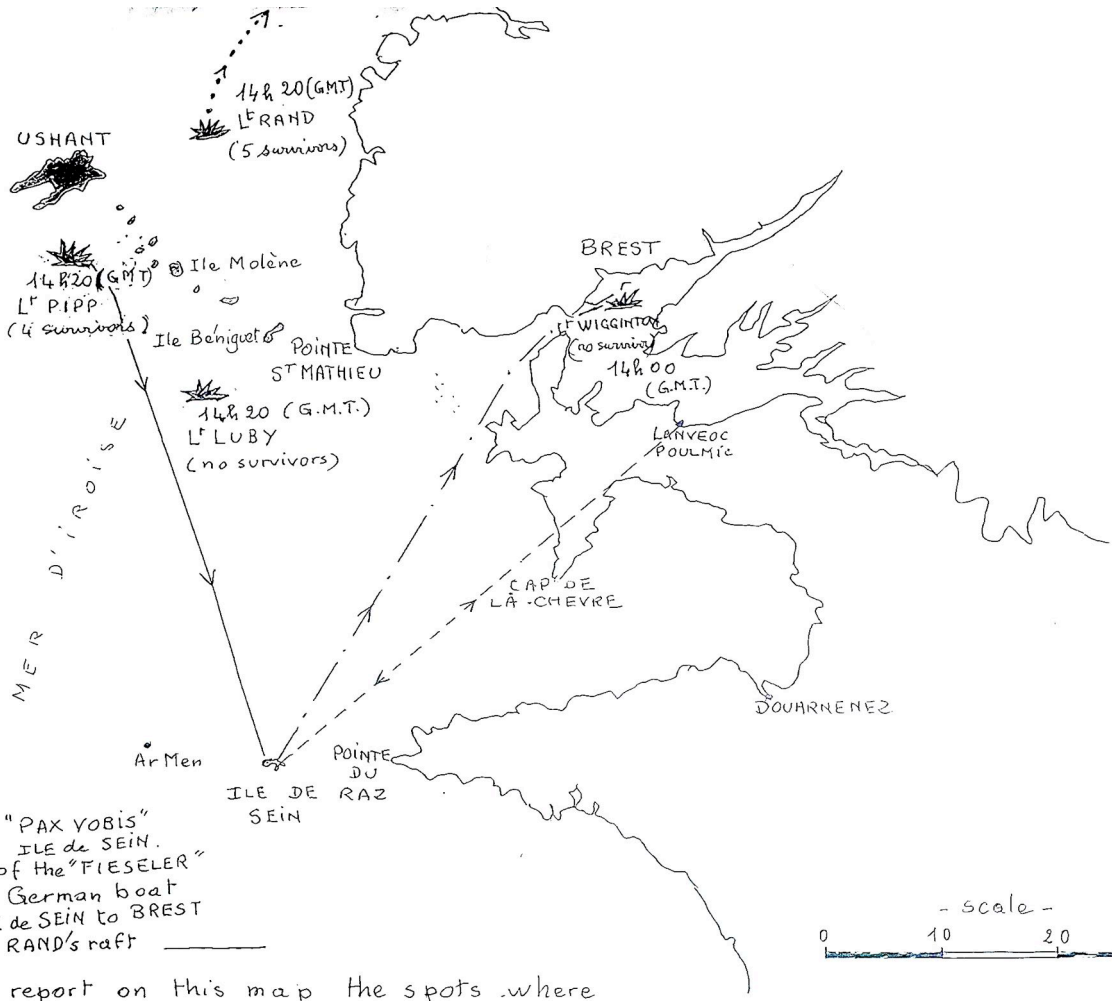


- LÉGENDE**
- ⚡ Artillerie de compagnie
  - ⚡ Anti-char
  - ⚡ Flak
  - Nid de mitrailleuses
  - ▲ Poste de garde intermittent
  - ⚡ Poste de radio
  - ⚡ Radar Würzburg Riese FUMG 65 (portée 80 kms)
  - ⚡ Radar Freya FUMG 80 (portée 20/120 kms)
  - ⚡ Radar Mammul FUMG 51 (portée 200/300 kms)
  - ⚡ Plage minée
  - ⚡ Barrage flottant
  - ⚡ Champs de mines
  - Limite de secteur de défense côtière


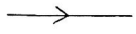



**Unités d'occupation :**  
1<sup>er</sup> Bataillon et 800<sup>e</sup> Bataillon de Nord-Caucasiens du 894<sup>e</sup> R.I. (P.C. à Quimper) de la 265<sup>e</sup> D.I. (P.C. à Quimperlé)

# Cap Sizun en 1944





1<sup>er</sup> Mai 1943

-  . crash
-  . route of "PAX VOBIS" towards ILE de SEIN.
-  . flight of the "FIESELER"
-  . route of German boat from ILE de SEIN to BREST
-  . route of RAND's raft

I tried to report on this map the spots where the four B 17s ditched on May the first 1943. But I can be wrong, excepted for LUBY.



48°10'  
48°05'  
48°00'  
48°33'

53°50'  
53°40'

700000 N

DEPARTMENT DE MORBIHAN

La Rivière de Gouven

Forêt de Nevel

Ploeven

Ploemelec

Kerlaz

ORTIE D'OR

Le Juch

Lesperis





Michel MAZEAS Maire Honoraire de Douarnenez

Douarnenez, le 14 mars 2003.

Président du C.A. du Centre Hospitalier  
Chevalier de la Légion d'Honneur  
Officier des Palmes Académiques  
Officier du Mérite Maritime

Eli C Rogers

Dear friend,

I suffer from bad health during these last weeks : twice infarcted and a broken knee after ... These are the gifts of old age !! Happily, to say, medicine is able to work wonders and I am well now, as you can see, for I am able again to write ! Of course it is not with my knee !

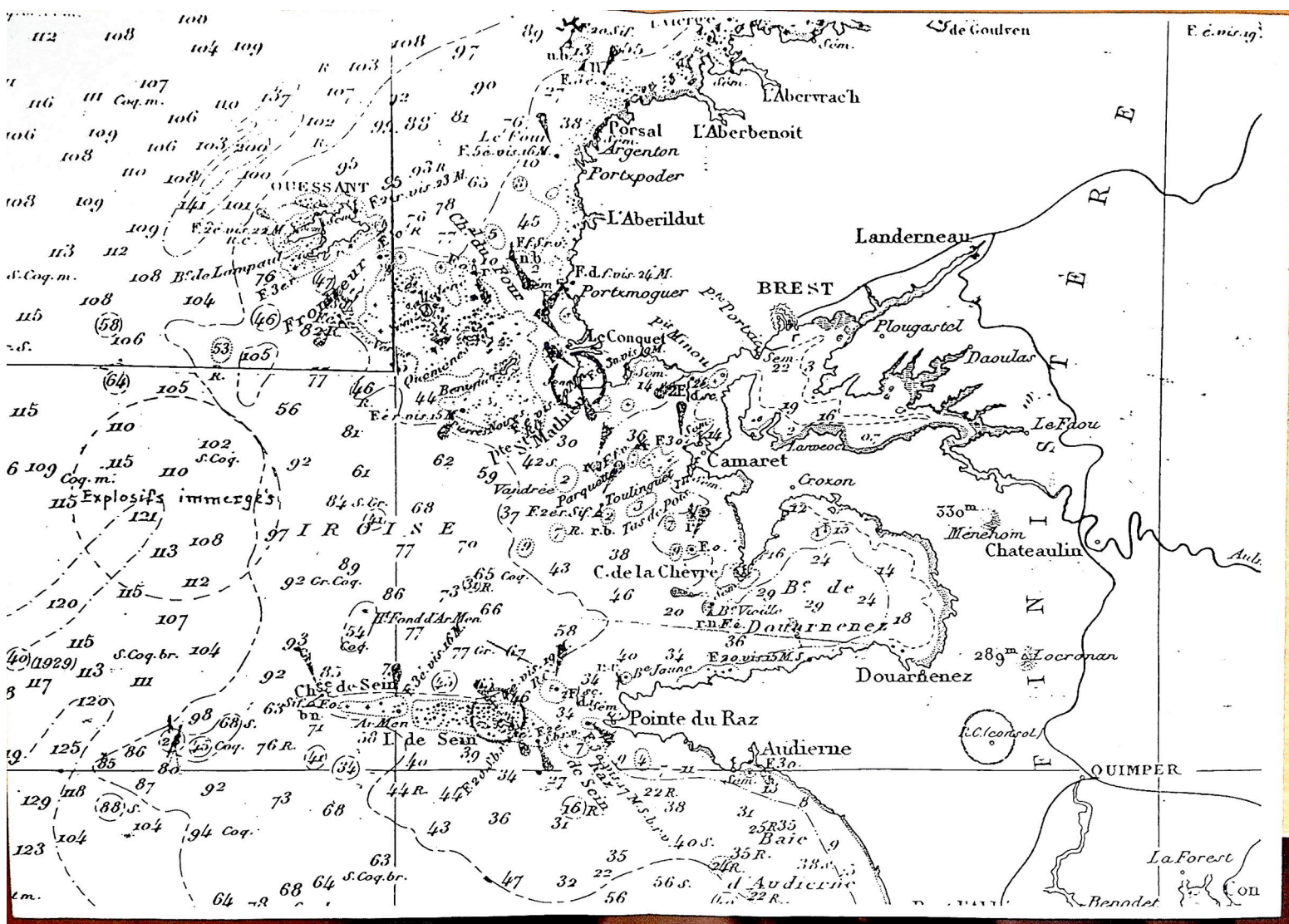
But the events we are living look like alarming symptoms. I have a deep gratitude to american people and I show it in many circumstances, as you can read it, on the printing sheet enclosed. This was on september 1934, when I received, in the Town Hall the 15<sup>th</sup> Cavalry Group.

However I think now that war is always a defeat for all the peoples. Peoples need peace and happiness. I believe that we won the right to live in a peaceful world. War is always the last solution, I mean.

I hope that next 17<sup>th</sup> march will be not a deadly march for us and that this promised war will be ended before it begins. I hope that boys will be able, soon, to come back home without damage. I think that Saddam can understand now the message of the Free World. God bless us.

You can find enclosed a resume of what happened on May the 1<sup>st</sup> 1943. I wrote it for a book which is printing now. Edwin PIPP, before he died, sent me the text you talk me about in your last letter. You can see that there is also an investigation of U.S. Air Force about those events.

Sincerely yours  
Amicalement



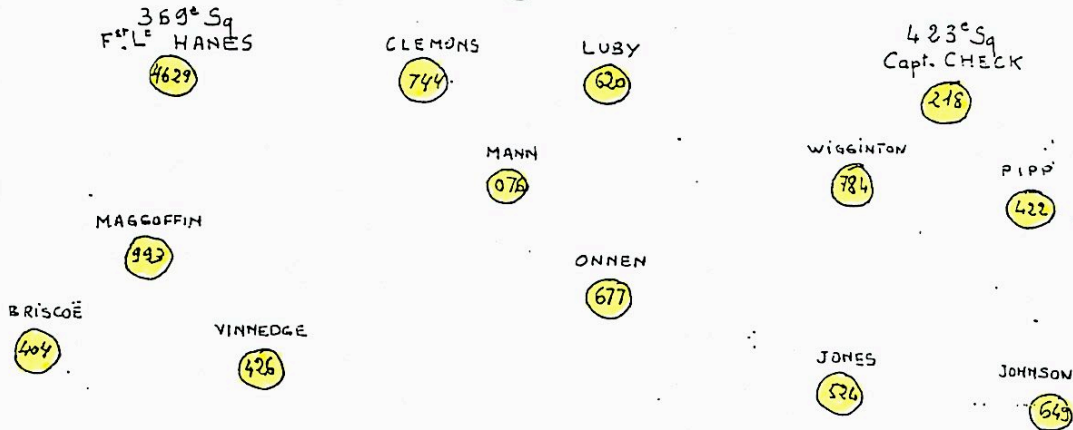
BREST 1<sup>er</sup> Mai 1943

LA TRAGIQUE MÉPRISE  
du 306<sup>e</sup> B.G. de la 8<sup>e</sup> U.S.A.F  
au retour d'un raid  
sur SAINT-NAZAIRE

306<sup>e</sup> BOMB GROUP  
8<sup>e</sup> U.S.A.F.

BREST  
1<sup>er</sup> Mai 1943  
367<sup>e</sup> Sq  
Col. PUTNAM

Situation de la  
Formation à 13.40 GMT.



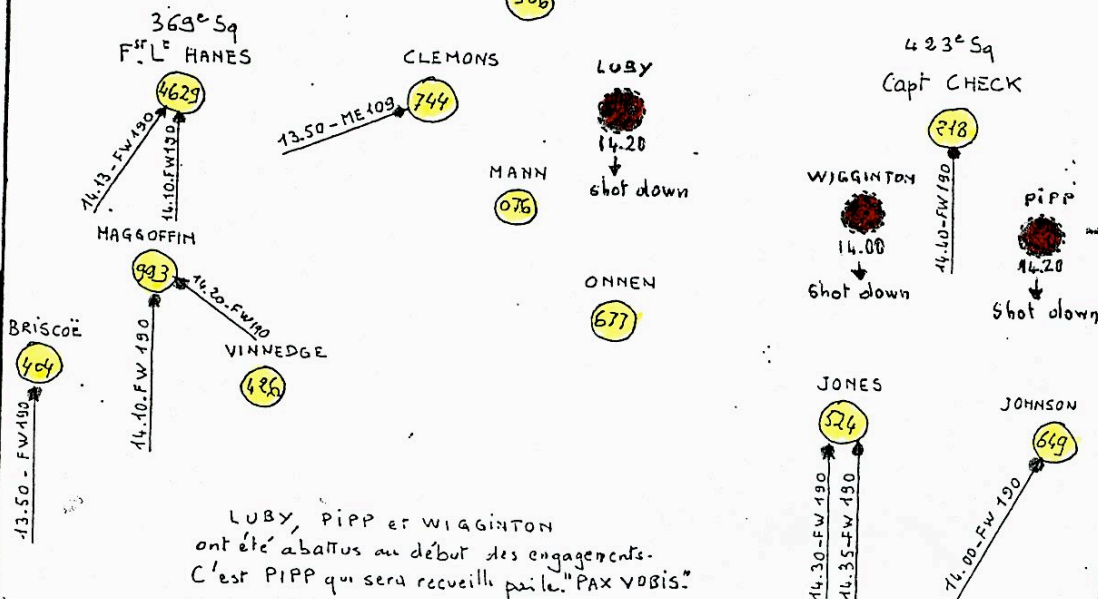
C'est dans cette formation que le 306<sup>e</sup> B.G se présente  
à la POINTE SAINT MATHIEU à la suite d'une erreur de navigation.

Les chasseurs allemands  
des F.W. 190 et des M.E. 109  
- au nombre de 15 à 20, vont  
poursuivre les B. 17 échappés à la Flak.

306<sup>e</sup> BOMB GROUP  
8<sup>e</sup> U.S.A.F.

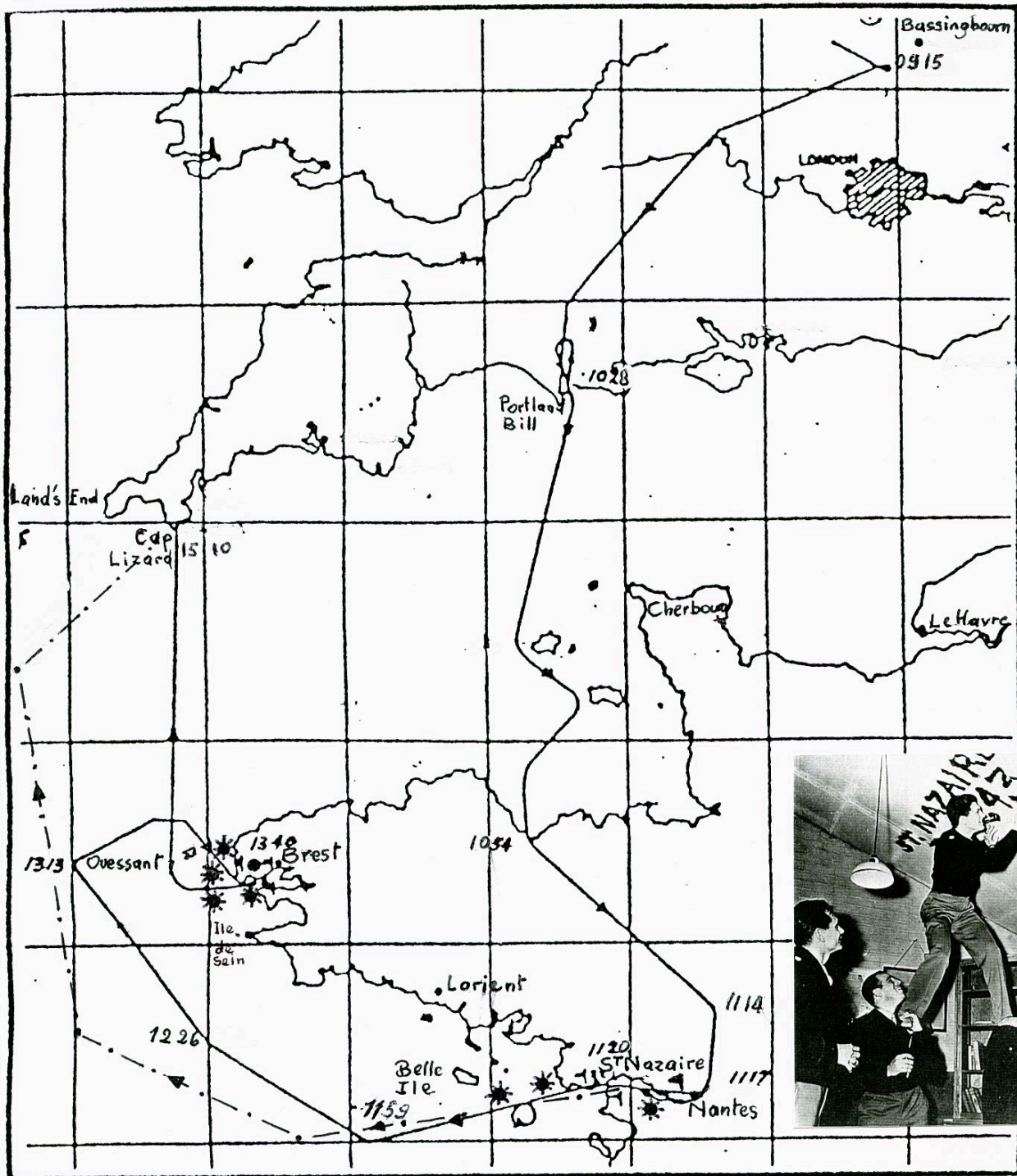
BREST  
1<sup>er</sup> Mai 1943  
367<sup>e</sup> Sq  
Col. PUTNAM

Engagements de la  
Formation à partir de 13.50 GMT



# RAID AERIEN SUR SAINT-NAZAIRE

1er MAI 1943 - 8th U.S. AIR FORCE



— . . . — . . . — Itinéraire prévu après le passage sur St-Nazaire

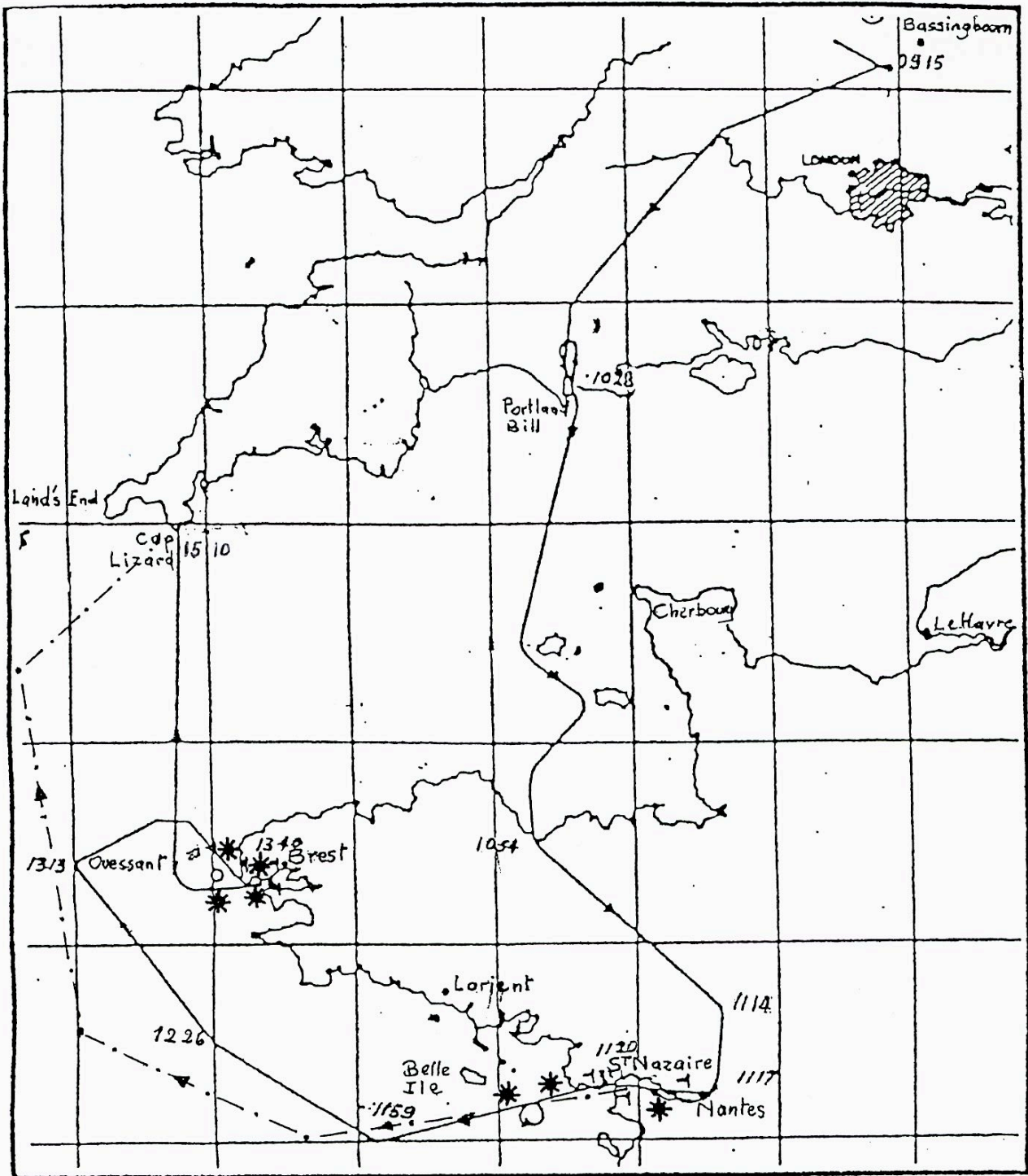
— — — — — Itinéraire suivi réellement

On voit, en bas de la carte, l'origine de l'erreur de navigation, entre St-NAZAIRE et BELLE-ILE, quand la formation fait demi-tour pour soutenir le 91st B.G. attaqué par deux Me BF 110.

\* B.17 abattus par la chasse allemande et la Flak au cours du raid du 1er mai 1943.

# RAID AERIEŒ SUR SAINT-NAZAIRE

1<sup>er</sup> mai 1943 - 8<sup>th</sup> U.S. Air Force



itinéraire prévu après le passage sur S<sup>T</sup>NAZAIRE.



itinéraire suivi.

On voit, en bas de la carte, l'origine de l'erreur de navigation, entre S<sup>T</sup>NAZAIRE et BELLE-ILE, quand la formation fait demi-tour pour soutenir le 91<sup>st</sup> B.G. attaqué par deux MeBF110.

\* B.17 abattus par la chasse allemande et la Flak au cours du raid du 1<sup>er</sup> mai 1943.

- ANNEXE -

Les 4 rescapés du B. 17 n°4.2-5 422 du 306<sup>th</sup> B.G. sont recueillis en mer par le « PAX VOBIS », palengrier de l'ILE de SEIN, patron Jos GUILCHER. Deux d'entre eux sont blessés, James MELLILO et Eli ROGERS. Les deux autres sont indemnes, dont le pilote Edwin PIPP et James BABBS, mitrailleur arrière. Ils finiront la guerre dans un camp de prisonniers malgré les efforts des îliens pour ne pas les livrer aux Allemands. Quant aux 6 autres membres de l'équipage ils gisent encore au fond de l'océan, à jamais, dans la carcasse de leur quadrimoteur.

Les 5 rescapés du B. 17 « VERTIGO » n°24-547 du 91<sup>st</sup> B.G. dérivent pendant 24 heures dans la Manche avant d'être recueillis par un navire allemand qui les ramène à SAINT MALO. Eux aussi finiront la guerre dans un camp de prisonniers en Allemagne. Il s'agissait du Maj. ROSENAUER, du Sgt WAWRZYNEK, du Sgt HATCH, du Sgt FARRAR et du Sgt PLATT.

Les 5 autres membres de l'équipage n'ont jamais été retrouvés.

Deux appareils disparaissent corps et biens, ce 1<sup>er</sup> mai 1943.

Celui du 1<sup>st</sup> Lieutenant Owen LUBY n°42-29620 du 306<sup>th</sup> B.G.

Celui du 1<sup>st</sup> Lieutenant Bart WIGGINTON n°42-5784 du 306<sup>th</sup> B.G.

On n'a jamais retrouvé les corps de ces 20 aviateurs.

## Foreign Affairs

## Looking at Bipartisanship

ANDREW NESS was a 369th engineer late in the war who served from 1952 to 1961 as a Foreign Service Officer in a variety of capacities. His overseas assignments included Karachi, Pakistan; Bangkok, Thailand, Baghdad, Iraq and Nairobi, Kenya. His final assignment before retirement in 1961 was as an advisor for political and security affairs, U.S. Mission to the United Nations, and delegate to the U.N. Since 1960 he has served as president of the Dialectical Studies Institute. He will endeavor in a series of editorial pieces to help us in understanding how the foreign affairs of the U.S. are handled.

In a government often riven by tension and conflict between the two principal parties over domestic policies, one might think agreement on foreign policy would be easy. It isn't! Bipartisanship is missing.

This wasn't always the case. Shortly before World War II, throughout that war, and up into Vietnam era of President John F. Kennedy's administration in the early 1960's, the President set the country's general foreign policy line. While there was often public debate, once the policy was agreed upon, both parties accepted and supported it. It was this bipartisanship that imparted influence and muscle to our relations with other countries and earned us respect around the world. Political differences over whether or not to pursue the war in Vietnam shattered bipartisanship and continues to divide us even today.

While our various presidents since then have tried to set and implement foreign policy, de facto leadership has come to reside in our congress, in particular in the Senate and its Foreign Relations Committee, and, within that committee, with the various staff members who prepare the studies and guidance for their senator's presentation.

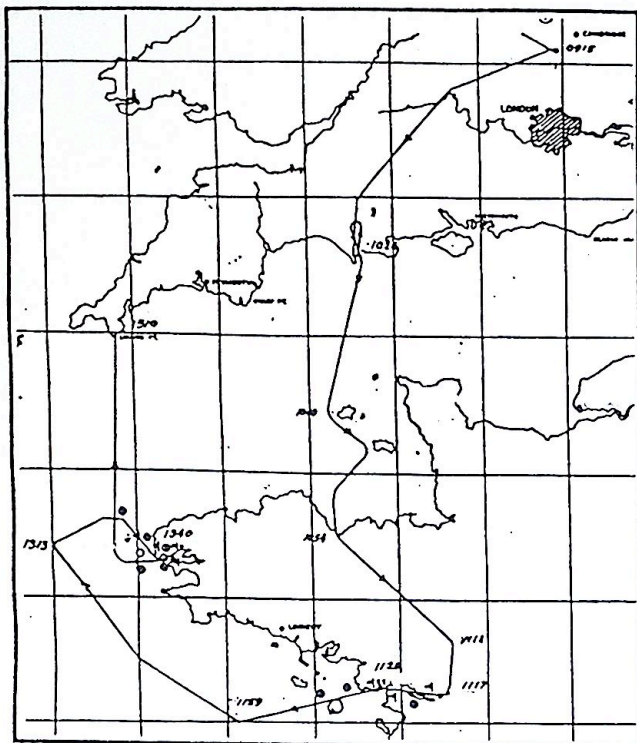
Many think policy guidance emanating from senate staffers through the senators for whom they work, instead of from the President through the Department of State, is badly misplaced—and so it is; but that is also the way it is.

To make matters worse, our foreign policy is further influenced and conditioned by a plethora of studies and opinions from various think tanks, scholars

in academia, and media foreign policy "experts." It is no wonder that our nation no longer has a central policy focus, and it is easy to understand why other nations are often bothered, amused, sometimes apprehensive and even frightened, by the manner in which the United States handles these affairs. Foreign leaders see policies enunciated on one day changed in some significant way a few days later. With so many experts it means there really is no one expert and no one voice, not even the President's. As a consequence, American foreign policy has little credibility abroad.

Without taking sides, and only to illustrate the problem, we can sympathize with President Clinton and his vacillation over what to do in Haiti and Bosnia—send troops, don't send troops, send troops. It is clear in these times that our presidents can no longer act decisively in handling international affairs. There are simply too many voices to be heard, and some of the loudest do not necessarily have the best interests of the nation at heart.

Thus, given our current foreign policy concerns—near chaos in Russia, the North Korean nuclear threat, Iran, Iraq, economic interests abroad, and excessive foreign demands on our limited resources by the United Nations for help and assistance, it is unlikely that the present or any future administration will be able to handle our international relations efficiently. Only when we again restore the bipartisan voice to foreign affairs will we be able to again act as one nation internationally.



This track chart, from the mission of 1 May 43, was only recently located at National Archives, and is interesting as it shows where the great blunder occurred that took our planes into Brest harbor.

## Recently Found Map Shows 306th Trip To St. Nazaire and Tragedy in the Brest Harbor

To: Commanding General, First Bomb Wing

1. 18 Aircraft of the 306th Bomb Group took off at 8:45 for St. Nazaire. Three returned early. Fifteen were over the target, but only twelve dropped bombs. Two jettisoned and one brought bombs back. Eleven ship landed at Predonnock at 1530 hours, eight later proceeding to Portreath where another had previously landed.

The mission was uneventful until target was reached, when some slight enemy opposition was encountered. Flak at target was ineffective and behind formation.

2. Bombing was bad due to heavy overcast, making exact target pinpointing difficult on bomb run. Target visible only when directly overhead when such hits as could be seen were mainly in water or on points of land short and to the right of aiming point.

On return trip, while at 800 feet, formation flew over Portreath in error and was engaged by light and heavy flak, as well as by 15 to 20 E/A, three of our planes being lost.

3. Three A/C turned back at English coast near Portland at 1030, one with number three engine out (Capt. Robert W. Smith 423rd), one with heavily vibrating engine, Capt. Peris E. Younes 423rd and one with number one engine out (Lt. Richard K. O'Hara 367th).

4. E/A opposition at target was slight, no claims reported for any encounter over target. Less than ten planes sighted. At Brest, heavy attacks by from 15 to 20 E/A, which came up to engage as formation appeared. A new attack reported was from rear from water level up against the bottom of our A/C flying at from 800 to 1500 feet. We claim eight destroyed.

(Credited were: Peter J. Molisau 369th, Waco; Mike J. Komo 369th, FW 190; Smoot 423rd, FW 190; Milton B. Edwards 423rd, FW 190; John R. Roker 369th, FW 190; Lamont J. Durfee 367th, ME 109; and William W. Fahrhold 423rd, FW 190.)

5. Flak at St. Nazaire generally ineffective and behind. At Brest, very accurate, intense light and heavy flak. Flak boats, coastal batteries, machine guns, in addition to regular flak positions reported firing.

6. Three A/C lost, two down in Brest harbor (Edwin G. Pipp 423rd and Bart Wigginton 423rd), probably no survivors (four in Pipp plane) one ditching in the Channel (Owen Luby 367th) too near French Coast for Air Sea Rescue to be effective. Men seen launching raft. Positions reported by our A/C to tower on arrival at Predonnock. Report received at Portreath at 2040 from Air Sea Rescue stated entire Spitfire wing escorted rescue boats out in wide sweep but found nothing. Three men (Henry Been, Joseph Zukacek and Robert Folland 423rd) baled at approximate mid-Channel (exact position impossible to secure) from our burning A/C 649 (Lt. P. Johnson, pilot 423rd), which later successfully landed at Predonnock with balance of crew.

7. Eleven A/C landed at Predonnock, of which three are seriously damaged. One landed at Portreath seriously damaged.

8. Three ME 110s flew level with formation, then climbed through overcast and dropped bombs on our A/C from 15,000 feet near Belle Isle. Four sticks of five bombs each reported dropped in train, bombs exploding on contact with water. One flak boat raked by fire from our A/C at Brest. One flak battery shot up by another A/C at Brest. One long, slim ship, possibly sub, reported hit by bomb at St. Nazaire. One crew reports numerous evidences of fresh building activity en route in, noting especially huge construction in several areas. Several instances reported of extreme heroism and great devotion to duty.

**1ST. BOMBARDMENT DIVISION**  
**CHAMPIONSHIP**  
**BASKETBALL**  
**WON BY AAF STATION 111**  
**1944**

Capt. I.R. Elliott	Sgt. S.M. Feely	Cpl. F.C. Bingle
Lt. W.N. Brunn	Sgt. G.A. Romer	Cpl. W.F. Sellen
Lt. W.D. Daniels	Sgt. A. Savedge	Cpl. E.B. Thompson
Lt. D.F. Mattoon	Sgt. C.E. Siler	Cpl. C.O. Weisgerber
M/Sgt. N.W. Sanford	Sgt. J.F. Baumgardner	Cpl. P.A. Wagner
S/Sgt. R.J. Might	Cpl. J.C. Gofman	Cpl. C.A. Zinder
S/Sgt. J.J. Rose	Cpl. R.R. Mount	Pfc. C.E. Tressler

Widow Visits Andorra Haven

'Rose of York' Almost - -



Edwin G. PIPP  
pilote de B.17,  
8<sup>th</sup> U.S.A.F.,  
en 1942  
Abattu le  
1<sup>er</sup> mai 1943,  
sur « Bank ar  
Vervent ».

50 ans ont passé...



Retrouvailles sur le  
port de Douarnenez :  
E.G. Pipp et M. Mazéas  
en 1996.

## - ANNEXE -

### Le cercle vert de l'Iroise...

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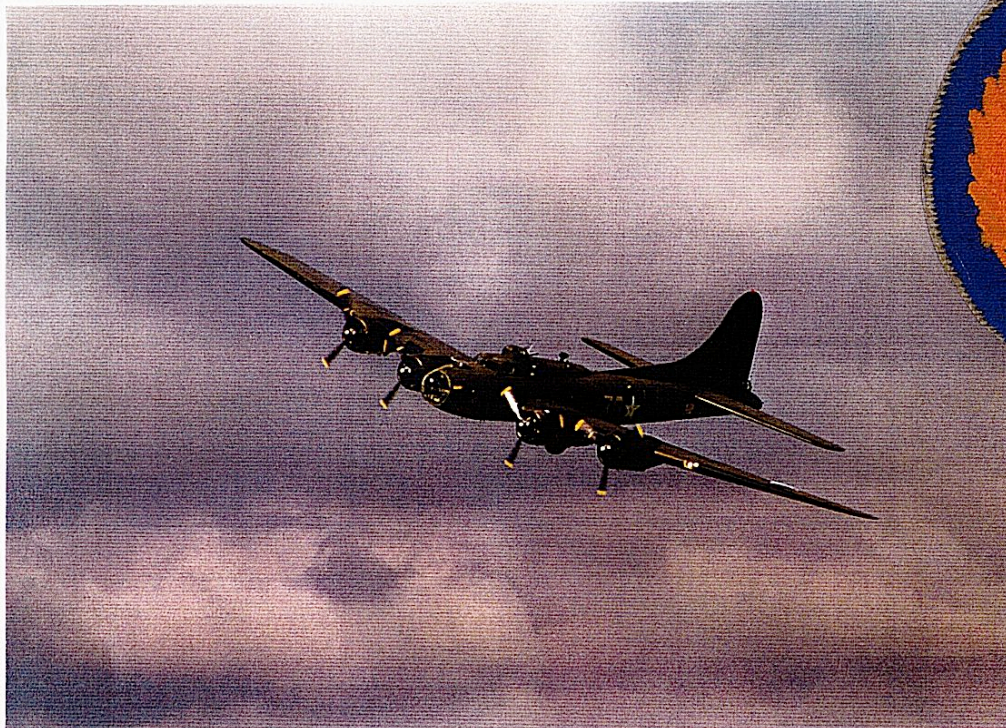
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Bombardier  
quadrimoteur  
B.17. de  
l'U.S. Air Force  
(1943)



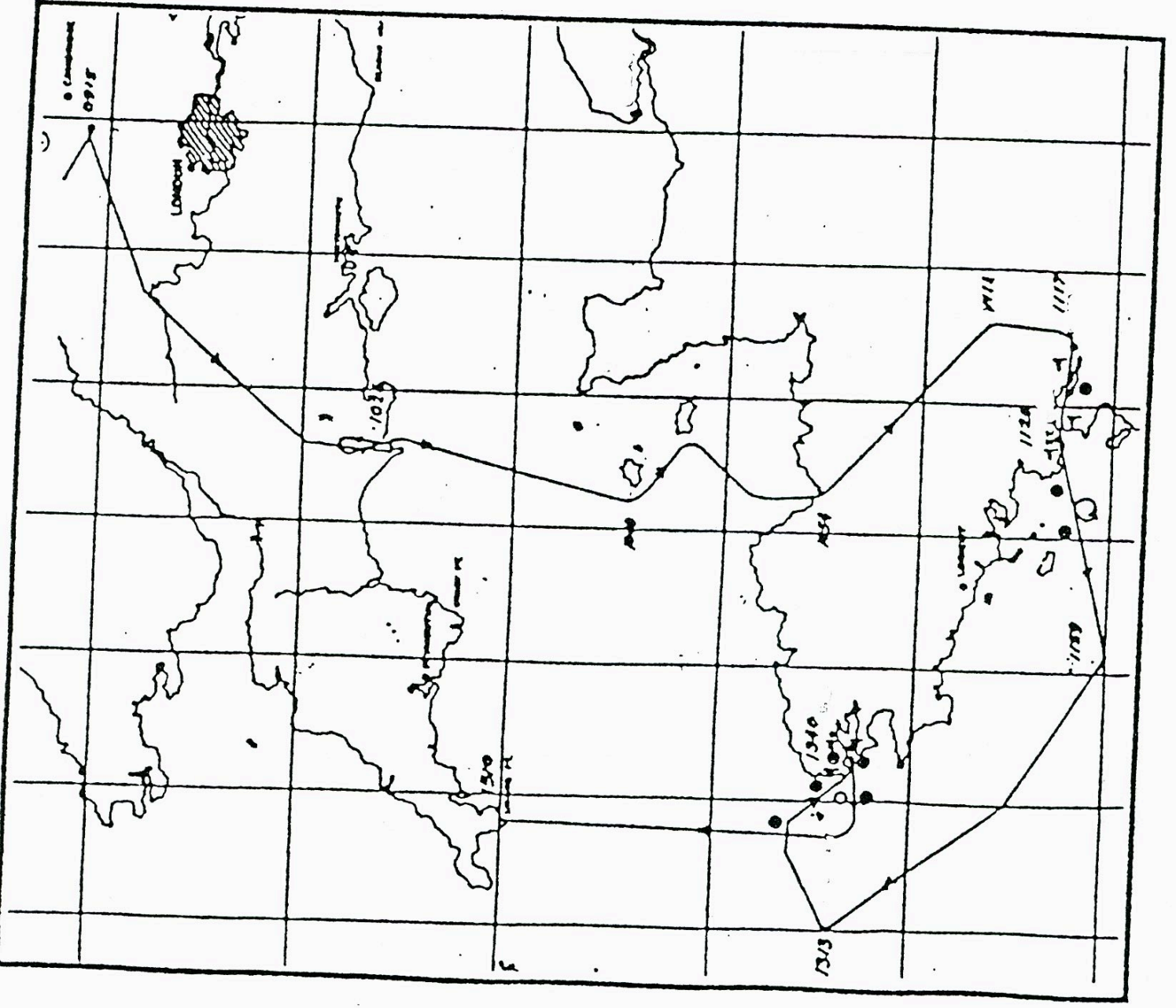
# Foreign Affairs Looking at Bipar

ANDREW NESS was a 36th engineer late in Foreign Service Officer in a variety of capacities, Pakistan; Bangkok, Thailand, Baghdad, Iraq and retirement in 1981 was as an advisor for political Nations, and delegate to the U.N. Since 1980 he has been Institute. He will endeavor in a series of editorial foreign affairs of the U.S. are handled.

In a government often riven by tension and conflict between the two principal parties over domestic policies, one might think agreement on foreign policy would be easy. It isn't! Bipartisanship is missing.

This wasn't always the case. Shortly before World War II, throughout that war, and up into Vietnam era of President John F. Kennedy's administration in the early 1960's, the President set the country's general foreign policy line. While there was often public debate, once the policy was agreed upon, both parties accepted and supported it. It was this bipartisanship that imparted influence and muscle to our relations with other countries and earned us respect around the world. Political differences over whether or not to pursue the war in Vietnam shattered bipartisanship and continues to divide us even today.

While our various presidents since

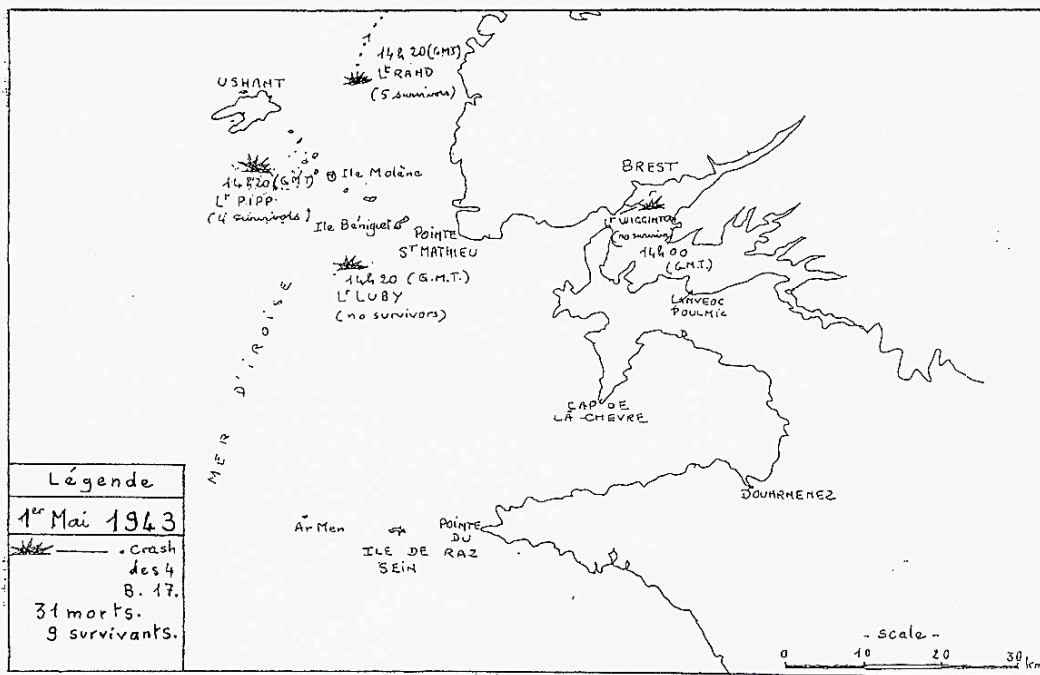


Sur les 40 hommes d'équipage, 9 seulement seront sauvés.

Dans cette opération, les Allemands ont perdu 18 chasseurs et les Américains 7 bombardiers et 54 hommes, soit 4 avions et 31 hommes à la suite d'une incompréhensible erreur de navigation qui a conduit la formation sur Brest à 800 pieds d'altitude.

Une note sévère, adressée à la 8ème Air Force stigmatise cette erreur, qualifiée d' "avoir un effet particulièrement désastreux sur le moral des équipages de bombardiers".

L'U.S. Air Force entreprend alors une réforme en profondeur de la formation de ses navigateurs et accentue ses recherches dans la construction de l'appareillage des aides radio-électriques à la navigation.



1 MAY 1943

VIII BC 53

	Despatched	Effective	Target	Bombs Tonnage	E/A	Losses MIA	E	Dam	Casualties		
			ST.NAZAIRE U/B (P)						KIA	WIA	MIA
1BW											
B-17	91BG	20	2	1125-1131 hrs	57 x 2000GP	3-0-0	1	0	3	0	4
	303BG	19	10			5-6-6	2	0	8	2	0
	305BG	21	5			2-0-2	1	0	3	0	1
	306BG	18	12			8-0-0	3	2	6	1	12
TOTALS:		78	29		57.0	18-6-8	7	2	20	3	17
2BW											
B-24	44BG	18		DIVERSION							
	93BG	6		BRITTANY COAST							
TOTALS:		24	-		0	0-0-0	0	0	0	0	0

REMARKS: Poor weather prevented most bombing. 306BG crew member Sgt Maynard Smith received MOH for action this day. The B-17 in which he was flying landed at Predannack with severe battle damage and was salvaged.

13PS despatched 2 F-5 to photograph French ports.

## INCIDENT

Throughout 8th Air Force operations there were numerous instances of navigational error precipitating disaster. Constant vigilance was demanded to fly a briefed course across under-casts and through weather fronts that so often hindered the heavy bombers. In such conditions it was very easy for navigation to go astray. On May Day, 1943, heavy cloud frustrated a mission to St. Nazaire. Turning for home the bombers were supposed to take a north-westerly course to ensure they skirted the Brest penin-

sula by 60 miles. The leading 306th Group somehow miscalculated and made a turn to the north and England too early. Losing altitude the Group was suddenly made aware of its wandering by flak from the Brest area, an error which cost three B-17s. The trailing 91st Group saw what was happening and made a sharp turn left. This manoeuvre dispersed the formation and enemy fighters then arrived to take advantage of the situation. Such happenings, coupled with the inability to successfully bomb a target, had a particularly damping effect on aircrew morale.

reached the target and only 6 of these were able to drop their markers. The marking was 7 minutes late in starting and proceeded only intermittently. Despite all these setbacks, the Main Force delivered its most powerful blow of the Battle of the Ruhr. The result was Cologne's worst raid of the war. 43 industrial, 6 military and 6,368 other buildings were destroyed; nearly 15,000 other buildings were damaged. Listed as 'completely destroyed' were: 24 schools, 16 churches, 15 major administrative buildings, 11 hotels, 8 cinemas, 7 post offices, 6 large banks, 2 hospitals and 2 theatres. The cathedral was seriously damaged by high-explosive bombs.

The casualties in Cologne were 4,377 people killed, approximately 10,000 injured and 230,000 forced to leave their damaged homes. The number of dead was greater than in any previous Bomber Command raid of the war on any target. The 'number of dead' record had thus increased nearly tenfold since the opening of the Battle of the Ruhr 3½ months earlier.

Minor Operations: 4 Mosquitoes to Hamburg, 6 Stirlings minelaying in the River Gironde. No losses.

29/30 June 1943

16 Wellingtons were sent to lay mines off Lorient and St-Nazaire. 1 aircraft lost.

1/2 July 1943

#### MINOR OPERATIONS

12 Lancasters minelaying in the Frisian Islands, 25 O.T.U. sorties. No aircraft lost.

2/3 July 1943

#### MINOR OPERATIONS

3 Mosquitoes to Cologne, 2 Mosquitoes to Duisburg, 32 aircraft minelaying in the Frisians and off Brittany ports. No aircraft lost.

3/4 July 1943

#### COLOGNE

653 aircraft – 293 Lancasters, 182 Halifaxes, 89 Wellingtons, 76 Stirlings, 13 Mosquitoes. 30 aircraft – 9 Halifaxes, 8 Lancasters, 8 Wellingtons, 5 Stirlings – lost, 4·6 per cent of the force.

The aiming point for this raid was that part of Cologne situated on the east bank of the Rhine. Much industry was located there. Pathfinder ground marking was accurately maintained by both the Mosquito *Oboe* aircraft and the backers-up, allowing the Main Force to carry out another heavy attack on Cologne. 20 industrial premises and 2,200 houses were completely destroyed. 588 people were killed, approximately 1,000 were injured and 72,000 bombed out.

This night saw the first operations of a new German unit, *Jagdgeschwader* 300, equipped with single-engined fighters using the *Wilde Sau* (Wild Boar) technique. In this, a German pilot used any form of illumination available over a city being bombed – searchlights, target indicators, the glow of fires on the ground – to pick out a bomber for attack. Liaison with the local Flak defences was supposed to ensure that the Flak was limited to a certain height above which the Wild Boar fighter was free to operate. R.A.F. crews were not used to meeting German fighters over a target city and it was some time before the presence of the new danger was realized. The reports on this night from 4 bombers that they had been fired on over the target by other bombers were almost certainly the result of Wild Boar attacks. The new German unit claimed 12 bombers shot down over Cologne but had to share the 12 available aircraft found to have crashed with the local Flak, who also claimed 12 successes.

Minor Operations: 4 Mosquitoes to Duisburg and 4 to Hamburg, 14 Stirlings minelaying in the Frisians. 2 Stirlings lost.

4/5 July 1943

#### MINOR OPERATIONS

3 Mosquitoes to Duisburg, 13 Stirlings minelaying off La Pallice and in the River Gironde, 4 O.T.U. sorties. No aircraft lost.

5/6 July 1943

#### MINOR OPERATIONS

4 Mosquitoes to Cologne and 4 to Hamburg, 34 aircraft minelaying off French ports and in the Frisians, 18 O.T.U. sorties. 1 Stirling and 1 Wellington lost from the minelaying force.

6/7 July 1943

#### MINOR OPERATIONS

4 Mosquitoes to Cologne and 3 to Düsseldorf, 36 aircraft minelaying off Biscay ports. 1 Lancaster minelayer lost.

7/8 July 1943

4 Mosquitoes to Cologne and 4 Mosquitoes to Düsseldorf. No losses.

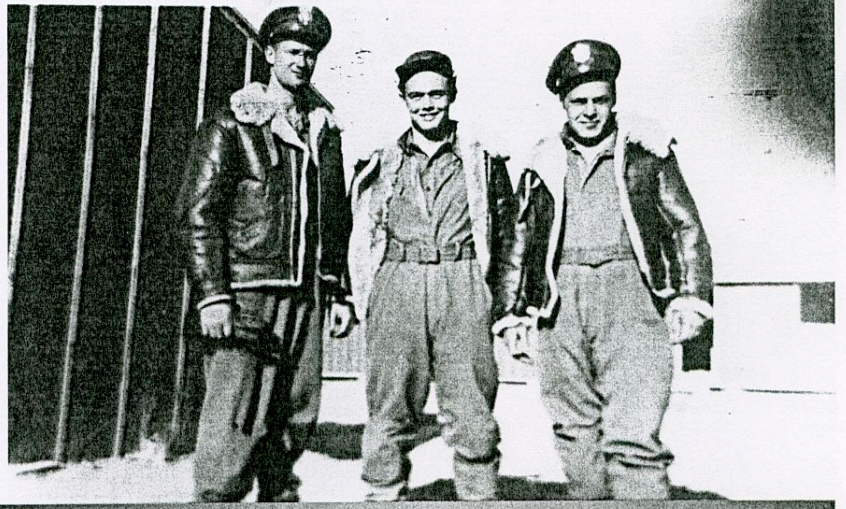
8/9 July 1943

#### COLOGNE

282 Lancasters and 6 Mosquitoes of 1, 5 and 8 Groups. 7 Lancasters lost, 2·5 per cent of the force.

The *Oboe* sky-marking was accurate and another successful raid followed, the





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Les 5 rescapés du B. 17 « VERTIGO » n°24-547 du 91<sup>st</sup> B.G. dérivent pendant 24 heures dans la Manche avant d'être recueillis par un navire allemand qui les ramène à SAINT MALO. Eux aussi finiront la guerre dans un camp de prisonniers en Allemagne. Il s'agissait du Maj. ROSENAUER, du Sgt WAWRZYNEK, du Sgt HATCH, du Sgt FARRAR et du Sgt PLATT.

Les 5 autres membres de l'équipage n'ont jamais été retrouvés.

Deux appareils disparaissent corps et biens, ce 1<sup>er</sup> mai 1943.

Celui du 1<sup>st</sup> Lieutenant Owen LUBY n°42-29620 du 306<sup>th</sup> B.G.

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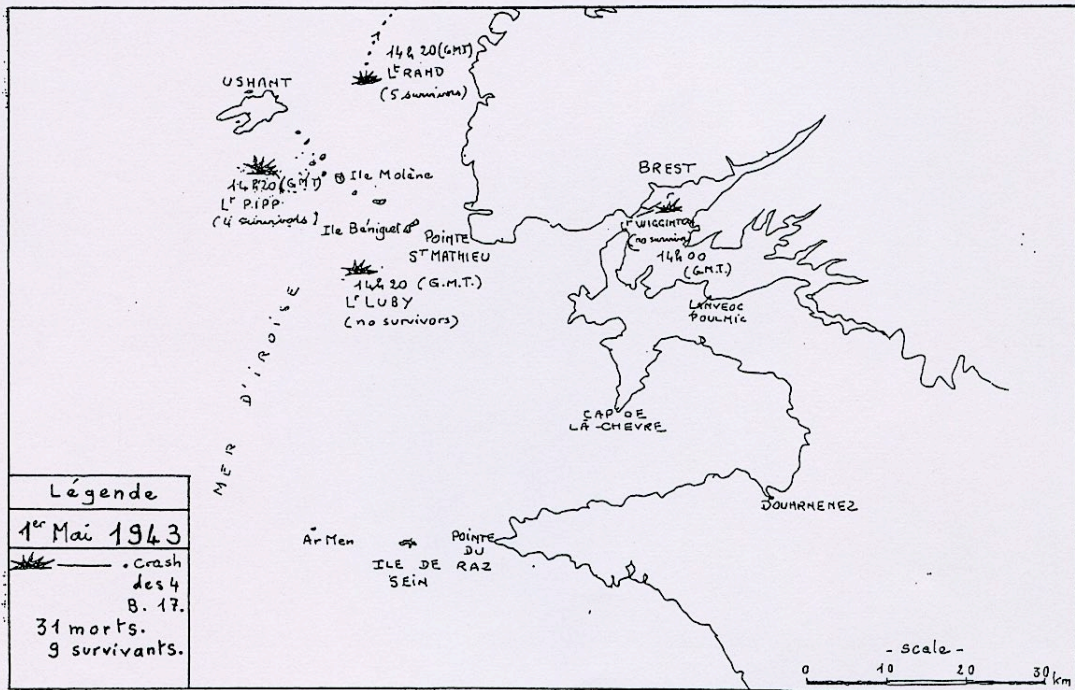
On n'a jamais retrouvé les corps de ces 20 aviateurs.

Sur les 40 hommes d'équipage, 9 seulement seront sauvés.

Dans cette opération, les Allemands ont perdu 18 chasseurs et les Américains 7 bombardiers et 54 hommes, soit 4 avions et 31 hommes à la suite d'une incompréhensible erreur de navigation qui a conduit la formation sur Brest à 800 pieds d'altitude.

Une note sévère, adressée à la 8ème Air Force stigmatise cette erreur, qualifiée d' "avoir un effet particulièrement désastreux sur le moral des équipages de bombardiers".

L'U.S. Air Force entreprend alors une réforme en profondeur de la formation de ses navigateurs et accentue ses recherches dans la construction de l'appareillage des aides radio-électriques à la navigation.



1 MAY 1943

VIII BC 53

	Despatched	Effective	Target	Bombs Tonnage	E/A	Losses		Casualties			
						MIA	E	Dam	KIA	WIA	MIA
1BW			ST.NAZAIRE U/B (P)								
B-17	91BG	20	1125-1131 hrs	57 x 2000GP	3-0-0	1	0	3	0	4	10
	303BG	19			5-6-6	2	0	8	2	0	20
	305BG	21			2-0-2	1	0	3	0	1	10
	306BG	18			8-0-0	3	2	6	1	12	33
TOTALS:		78		57.0	18-6-8	7	2	20	3	17	73
2BW			DIVERSION								
B-24	44BG	18	BRITTANY COAST								
	93BG	6									
TOTALS:		24		0	0-0-0	0	0	0	0	0	0

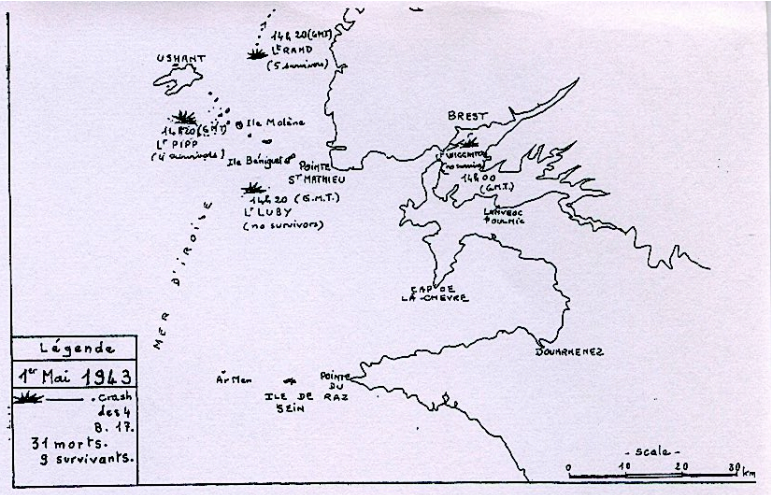
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## ANNEXE

Les 4 rescapés du B.17 n° 42-5422 du 306<sup>th</sup> B.G. sont recueillis en mer par le "PAX VOBIS", palengruier de l'ILE de SEIN, patron Jos GUILCHER. Deux d'entre eux sont blessés, James MELLILO et Eli ROGERS. Les deux autres sont indemnes, dont le pilote Edwin PIPP et James BABBS, mitrailleur arrière. Ils finirent la guerre dans un camp de prisonniers malgré les efforts des îliens pour ne pas les livrer aux Allemands. Quant aux 6 autres membres de l'équipage ils gisent encore au fond de l'océan, à jamais, dans la carcasse de leur quadrimoteur.

Les 5 rescapés du B.17 "VERTIGO" n° 24-547 du 91<sup>st</sup> B.G. dérivent pendant ~~24~~<sup>24</sup> heures dans la Manche avant d'être recueillis par un navire allemand qui les ramène à SAINT MALO. Eux aussi finirent la guerre dans un camp de prisonniers en Allemagne. Il s'agissait du Maj. ROSENAUER, du Sgt WAWRZYNEK, du Sgt HATCH, du Sgt FARRAR et du Sgt PLATT.

Les 5 autres membres de l'équipage n'ont jamais été retrouvés.

Deux appareils disparaissent corps et biens, ce 1<sup>er</sup> mai 1943.

Celui du 1<sup>st</sup> Lieutenant <sup>Owen</sup> LUBY n° 42-29620 du 306<sup>th</sup> B.G.

Celui du 1<sup>st</sup> Lieutenant <sup>Bart</sup> WIGGINTON n° 42-5784 du 306<sup>th</sup> B.G.

On n'a jamais retrouvé les corps de ces 20 aviateurs.

- ANNEXE -

Les 4 rescapés du B. 17 n°4.2-5 422 du 306<sup>th</sup> B.G. sont recueillis en mer par le « PAX VOBIS », palengrier de l'ILE de SEIN, patron Jos GUILCHER. Deux d'entre eux sont blessés, James MELLILO et Eli ROGERS. Les deux autres sont indemnes, dont le pilote Edwin PIPP et James BABBS, mitrailleur arrière. Ils finiront la guerre dans un camp de prisonniers malgré les efforts des filiens pour ne pas les livrer aux Allemands. Quant aux 6 autres membres de l'équipage ils gisent encore au fond de l'océan, à jamais, dans la carcasse de leur quadrimoteur.

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## Les Batailles de l'Histoire de Bretagne

Titre exact (en capitales) RAID AÉRIEN SUR SAINT NAZAIRE

Date 1<sup>er</sup> mai 1943Lieu précis Espace aérien atlantique entre S<sup>t</sup> Nazaire et Brest

Nature et type :  
(cocher ou compléter)

X aérien	escarmouche	campagne
maritime	bataille rangée	guerre civile
terrestre	X guerre	résistance
.....	siège	insurrection
	débarquement	.....

Adversaires :  
(Pays, partis, personnages)

- 1 U.S.A. et ALLIÉS
- 2 ALLEMAGNE
- 3
- 4

Forces en présence : (armées, unités, généraux, effectifs...)

① 8<sup>e</sup> AIR FORCE : 306<sup>e</sup> B.G., 91<sup>e</sup> B.G., 305<sup>e</sup> B.G., 303<sup>e</sup> B.G.  
78 bombardiers B.17. - 780 hommes  
sous le commandement du Colonel PUTMAN

② LUFTFLOTTE 3 : K Gr 806. Nantes. 4 appareils Me110  
II J.G. 53. Nantes. 20 chasseurs  
FW 190  
BF 109  
III J.G. 2. Brest. 25 chasseurs  
FW. 190  
BF. 109  
sous l'autorité du Generalfeldmarschall  
Hugo SPERLE

Récit: Le 1<sup>er</sup> mai 1943, une formation de 78 forteresses volantes B.17 quitte l'Angleterre pour effectuer un raid sur la base sous-marine allemande de S<sup>t</sup> Nazaire. Le bombardement est peu efficace. Sur le chemin du retour, une tragique erreur de navigation conduit les B.17 sur Brest à 800 pieds d'altitude. Pris à parti par la chasse allemande et la Flak, 4 appareils américains sont aussitôt abattus malgré leur résistance. L'U.S. Air Force doit revoir le système de formation de ses navigateurs et l'ensemble des aides radio-électriques à la navigation.

Résultat final : La base sous marine de S<sup>t</sup> Nazaire a peu souffert.  
L'U.S. Air Force a perdu 8 B.17.  
La Luftwaffe a perdu 18 chasseurs.

Plan de la bataille : oui ~~non~~ à dessiner au dos (échelle 1/25000 si possible)  
indiquer les mouvements par des flèches

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- National Archives of U.S.A. Dpt. AIR FORCE - Headquarters U.S.A.F. Washington D.C.
- "The Bomber Command War Diaries" Aviation Bookshop 650 Holloway Road London N19 3 P.D.
- "306<sup>th</sup> Echoes" Newspaper January 1995

Nom du(des) rédacteur(s) :

Michel Mazéas  
7 avril 2000

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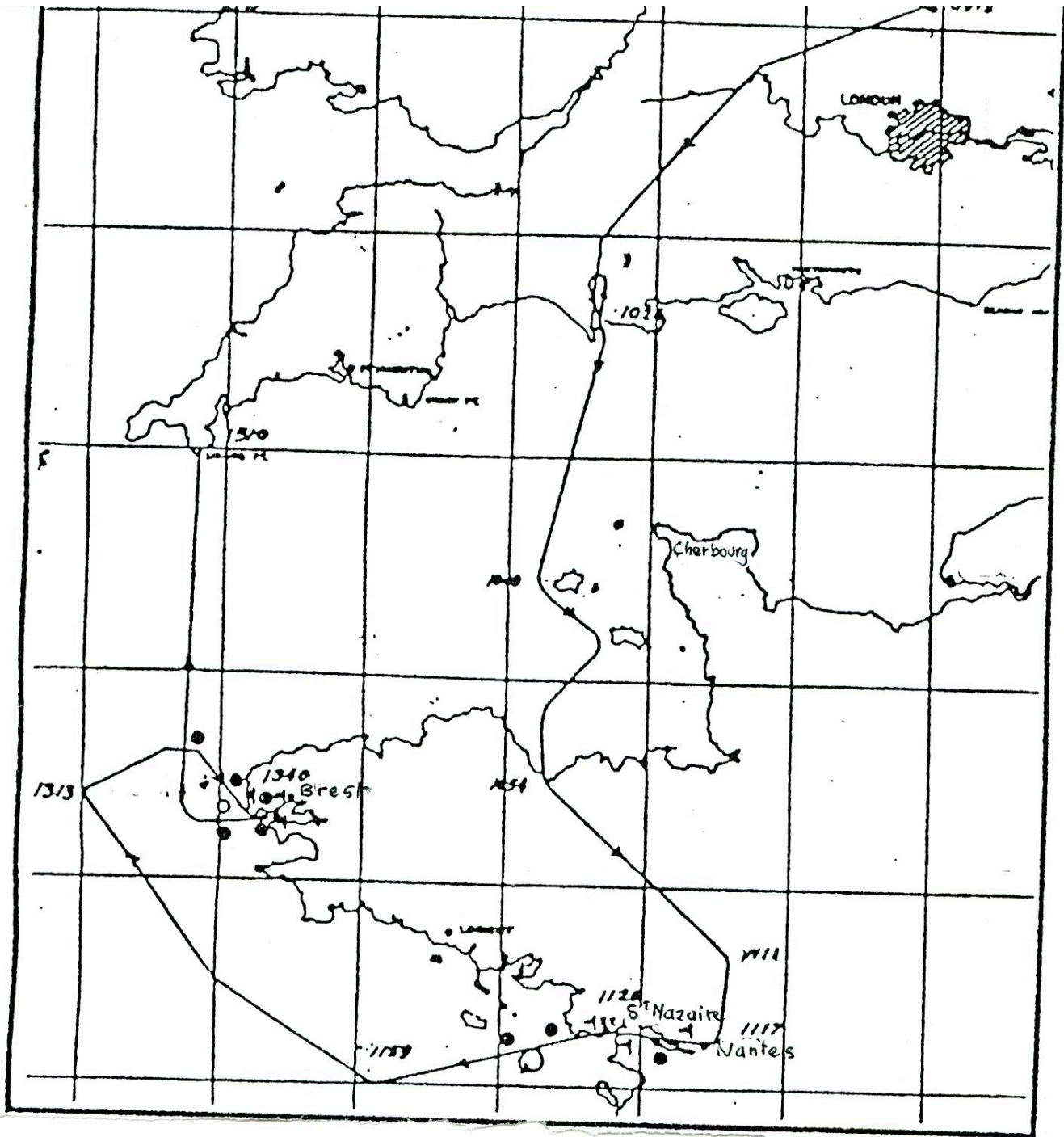
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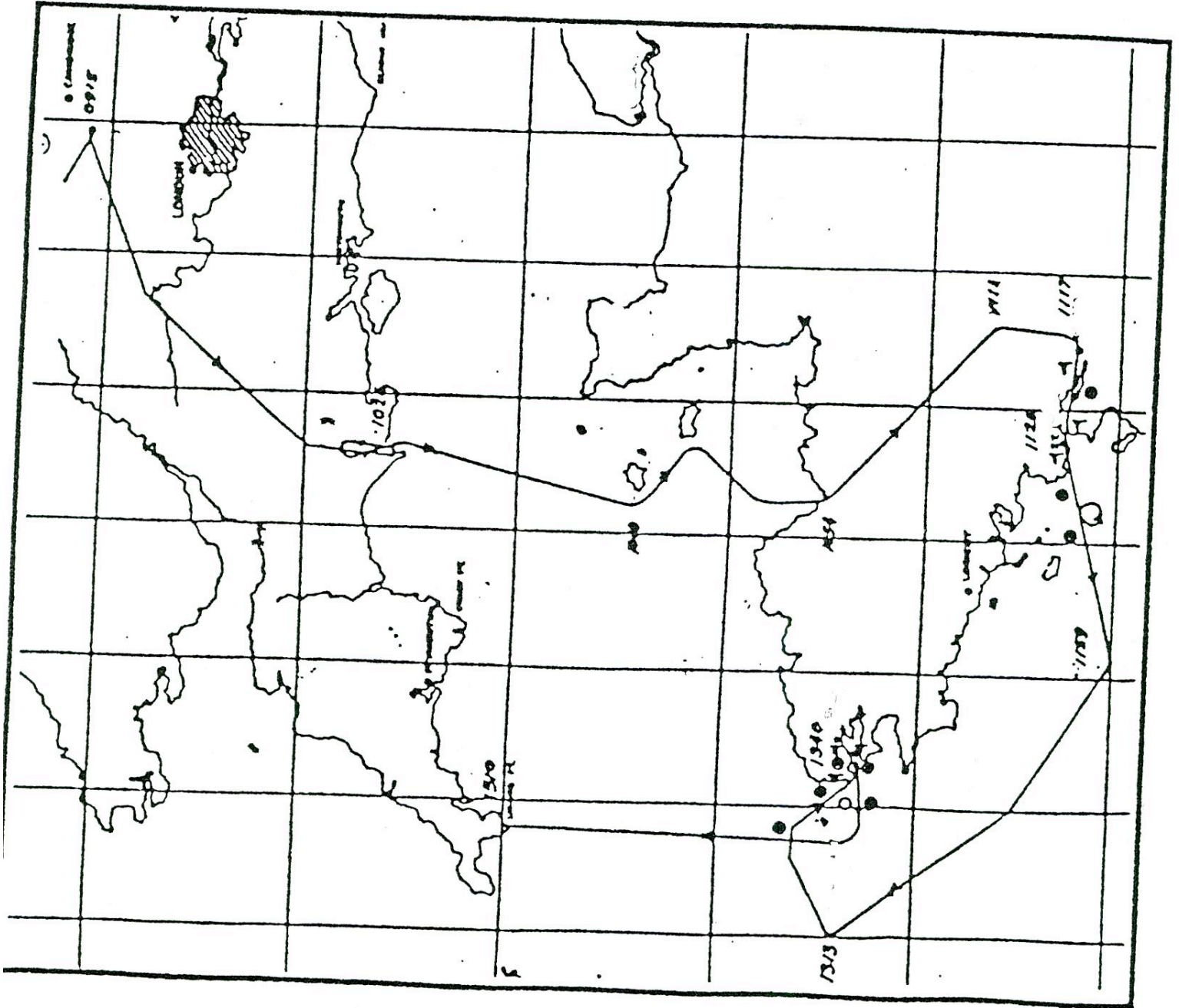
# Foreign Affairs Looking at Bipar

ANDREW NESS was a 36th engineer late in Foreign Service Officer in a variety of capacities. Pakistan; Bangkok, Thailand, Baghdad, Iraq and retirement in 1981 was as an advisor for political a Nations, and delegate to the U.N. Since 1980 he he les Institute. He will endeavor in a series of editoria foreign affairs of the U.S. are handled.

In a government often riven by ten- sion and conflict between the two princ- pal parties over domestic policies, one might think agreement on foreign policy would be easy. It isn't! Bipartisanship is missing.

This wasn't always the case. Shortly before World War II, throughout that war, and up into Vietnam era of President John F. Kennedy's administration in the early 1960's, the President set the country's general foreign policy line. While there was often public debate, once the policy was agreed upon, both parties accepted and supported it. It was this bipartisanship that imparted influ- ence and muscle to our relations with other countries and earned us respect around the world. Political differences over whether or not to pursue the war in Vietnam shattered bipartisanship and continues to divide us even today.

While our various presidents since



## Foreign Affairs Looking at Bipartisanship

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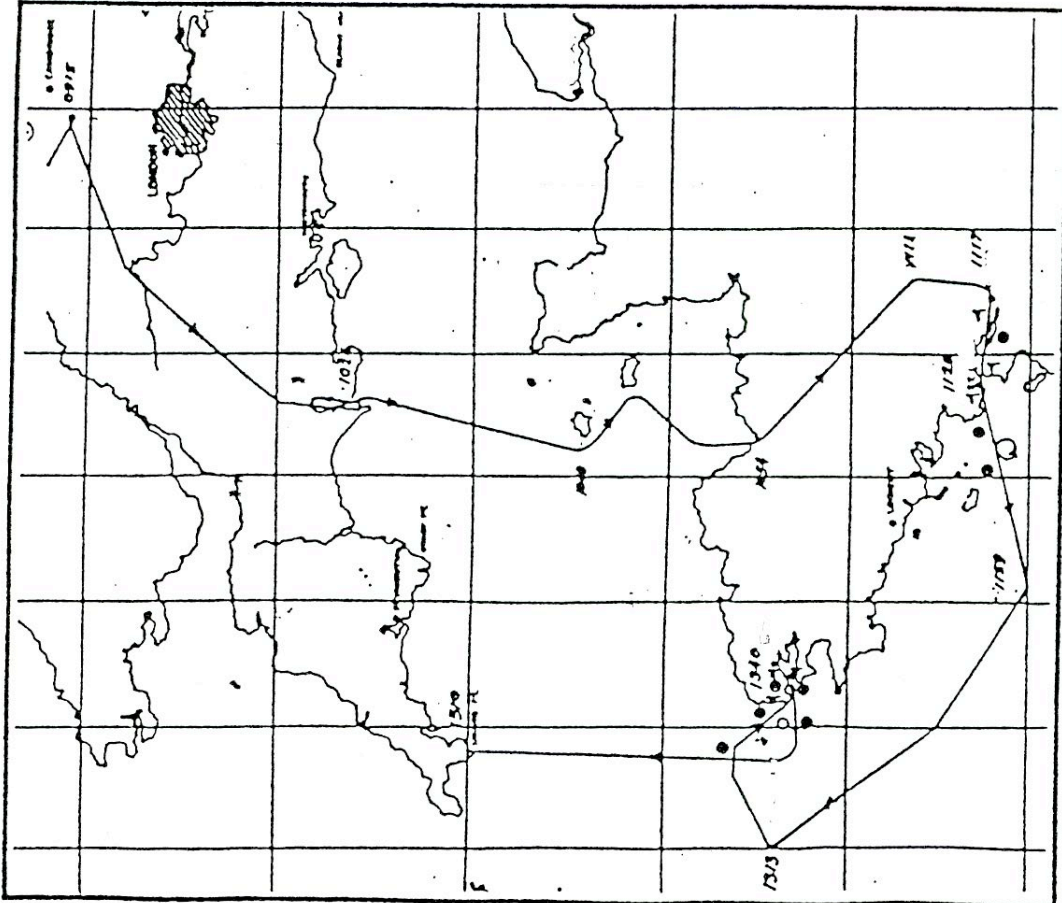
This wasn't always the case. Shortly before World War II, throughout that war, and up into Vietnam era of President John F. Kennedy's administration in the early 1960's, the President set the country's general foreign policy line. While there was often public debate, once the policy was agreed upon, both parties accepted and supported it. It was this bipartisanship that imparted influence and muscle to our relations with other countries and earned us respect around the world. Political differences over whether or not to pursue the war in Vietnam shattered bipartisanship and continues to divide us even today.

While our various presidents since then have tried to set and implement foreign policy, de facto leadership has come to reside in our congress, in particular in the Senate and its Foreign Relations Committee, and, within that committee, with the various staff members who are

In academia, and media foreign policy "experts." It is no wonder that our nation no longer has a central policy focus, and it is easy to understand why other nations are often bothered, amused, sometimes apprehensive and even frightened, by the manner in which the United States handles these affairs. Foreign leaders see policies enunciated on one day changed in some significant way a few days later. With so many experts it means there really is no one expert and no one voice, not even the President's. As a consequence, American foreign policy has little credibility abroad.

Without taking sides, and only to illustrate the problem, we can sympathize with President Clinton and his vacillation over what to do in Haiti and Bosnia—send troops, don't send troops, send troops. It is clear in these times that our presidents can no longer act decisively in handling international affairs. There are simply too many voices to be heard, and some of the loudest do not necessarily have the best interests of the nation at heart.

Thus, given our current foreign policy



This track chart, from the mission of 1 May 43, was only recently located at National Archives, and is interesting as it shows where the great blunder occurred that took our planes into Brest harbor.

## Recently Found Map Shows

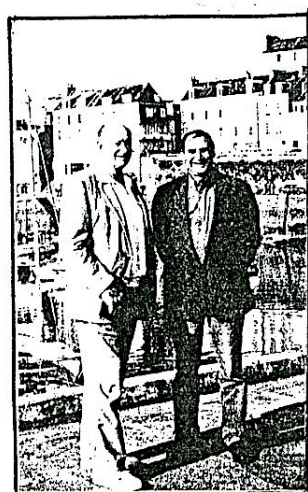






Edwin G. PIPP  
pilote  
8<sup>th</sup> U.S.A.F  
1943

50 ans ont passé...



Retrouvailles sur le  
port de Douarnenez:  
E.G. PIPP et M. MAZÉAS.  
1996

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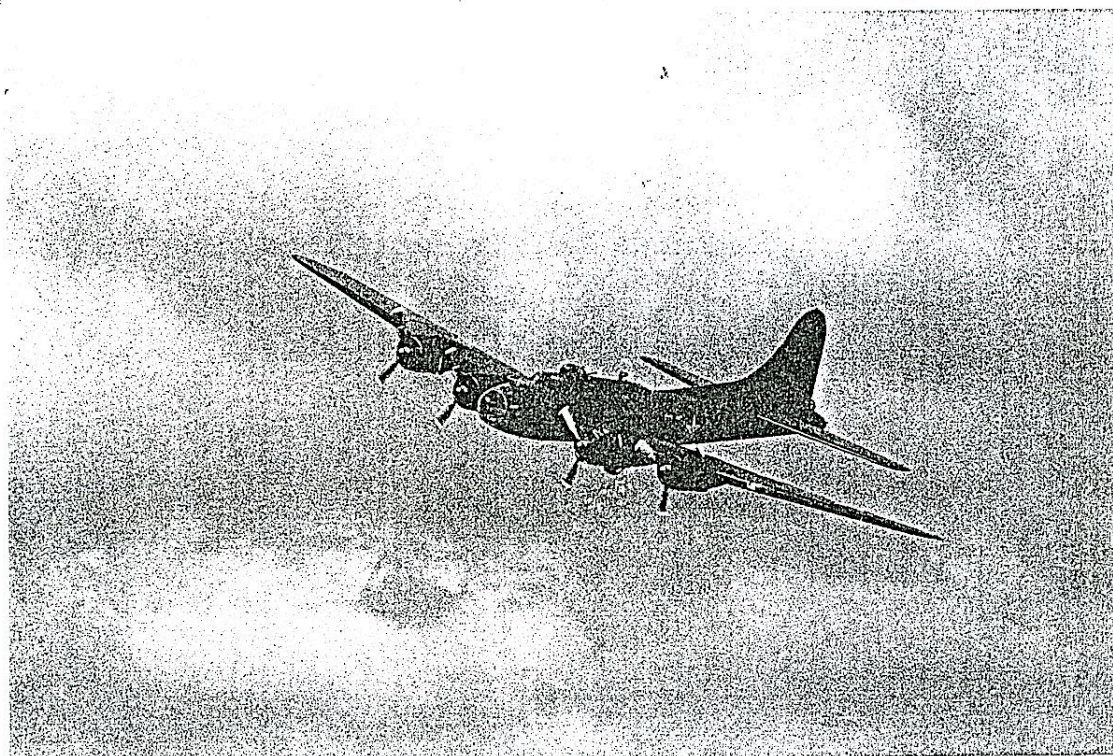
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Bombardier  
quadrimoteur  
B. 17.  
de  
l'U.S. Air Force  
(1943)

## *RAID AERIEN SUR SAINT-NAZAIRE*

---

*1er MAI 1943*

---

Le 1er mai 1943, une formation de B17 de la 8ème US Air Force quitte l'Angleterre, avec pour objectif le bombardement de la base sous-marine de SAINT-NAZAIRE, que dans l'argot des aviateurs on appelait "Flack City" (la ville D.C.A.).

Quatre groupes de bombardement (Bomb Group) participent à l'opération : le 306è BG basé à THURLEIGH, le 91è BG basé à BASSINGBOURNE, le 305è BG basé à CHEVELSTON, le 303è BG basé à MOLESWORTH.

A 10 h 30 G.M.T., la formation est rassemblée à la verticale de PORTLAND BILL et met le cap au Sud. Les 78 appareils forment une impressionnante armada et utilisent un itinéraire indirect pour prendre SAINT-NAZAIRE en venant de l'Est, à 25 000 pieds, pour plonger ensuite vers la mer, à 1 000 pieds afin de passer sous la couverture des radars allemands. Jusqu'à SAINT-ETIENNE-DE-MONTLUC, aucun incident notable n'est venu entraver la marche du 101 Combat Wing (91è BG et 306è BG) ni du 102 Combat Wing (305è BG et 303è BG). Puis 20 à 25 chasseurs allemands apparaissent dans le ciel et se mettent à harceler les gros quadrimoteurs. Ils réussissent à abattre le B17 du lieutenant Sterling, du 303è BG. Il explose en vol et seulement 4 hommes survivront sur les 10 membres d'équipage. Il est environ 11 h 30 G.M.T.

Les conditions météo rendent inopérant le bombardement prévu. Seuls 27 appareils lâchent leurs bombes, un peu au hasard, sur les cibles, mais sans grande efficacité. Les 38 autres ne peuvent apercevoir l'objectif et par prudence se délestent, pour la plupart, au-dessus de la mer. Quelques uns ramènent leurs charges intactes à leur base.

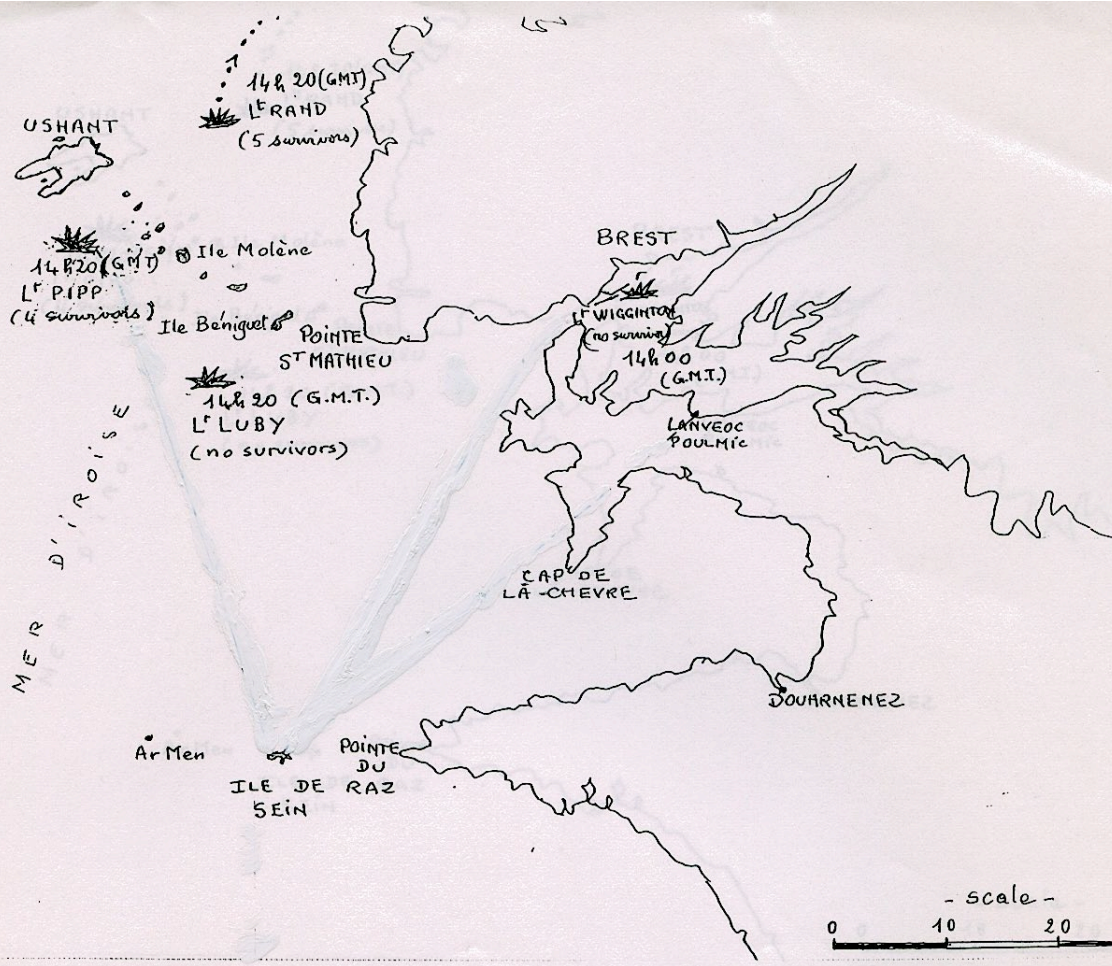
La suite du raid (marquée par la perte de deux B17, l'un du 303è BG, l'autre du 305è BG, dans les parages de Belle Ile) allait tourner au cauchemar. Dérouté une première fois pour porter secours au 91è BG attardé et attaqué par la chasse allemande, le 306è BG devait commettre une grave erreur de navigation en reprenant son cap vers le point de regroupement dans le GOLFE DE GASCOGNE par 47° 00N et 04° 00W. Oubliant de décompter le temps passé à secourir le 91è GB, le leader ordonne de changer de cap avant d'arriver au point dont les coordonnées avaient été soigneusement calculées. Se fiant uniquement à sa montre, négligeant involontairement la distance parcourue, il donne le top à 12 h 26 mn comme l'indiquait la feuille de route.

A 13 h 50 G.M.T. au lieu d'apercevoir au loin le CAP LIZARD, comme il l'escompte, le leader conduit droit sa formation sur la POINTE SAINT MATHIEU.

Sur Brest, la chasse et la Flak sont particulièrement actives. Entre 13 h 50 et 14 h 20, quatre forteresses volantes sont abattues. Le 306è BG perd trois avions, celui du Lieutenant Wiggington, dans le port de Brest à 14 h, celui du Lieutenant Pipp dans le surôit d'Ouessant à 14 h 20, celui du Lieutenant Luby par 48° 20N et 05° 00W, à 14 h 20 et enfin le 91è BG voit disparaître l'avion du Lieutenant Rand dans le chenal du Four, à 14 h 20, lui aussi.



Bombardier quadrimoteur B. 17.  
de l' U.S. AIR FORCE. (1943)



BREST 1<sup>er</sup> Mai 1943

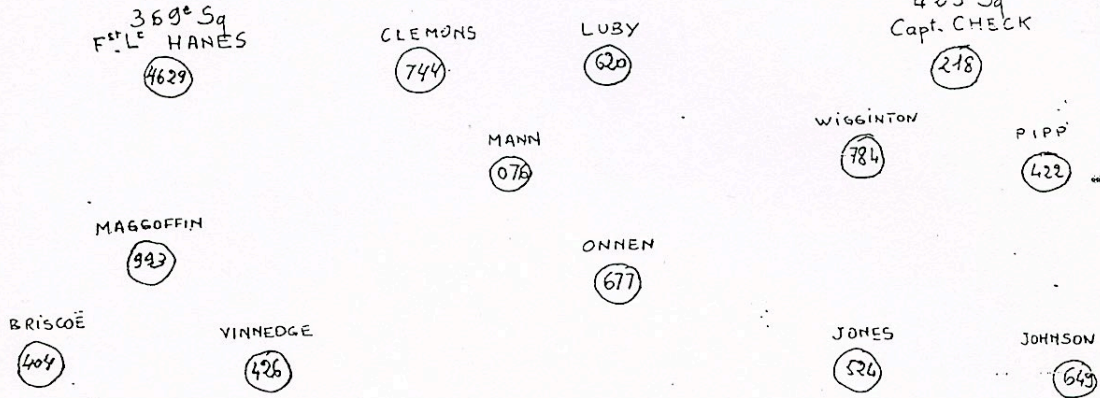
LA TRAGIQUE MÉPRISE  
du 306<sup>e</sup> B.G. de la 8<sup>e</sup> U.S.A.F  
au retour d'un raid  
sur SAINT-NAZAIRE

306<sup>e</sup> BOMB. GROUP  
8<sup>e</sup> U. S. A. F.

BREST  
1<sup>er</sup> Mai 1943

367<sup>e</sup> Sq  
Col. PUTNAM

Situation de La  
Formation à 13.40 GMT.



C'est dans cette formation que le 306<sup>e</sup> B.G se présente  
à la POINTE SAINT MATHIEU à la suite d'une erreur de navigation.

Les chasseurs allemands,  
des F.W. 190 et des M.E. 109,  
au nombre de 15 à 20, vont  
poursuivre les B. 17 échappés à la Flak.

306<sup>e</sup> BOMB GROUP  
8<sup>e</sup> U. S. A. F.

BREST  
1<sup>er</sup> Mai 1943

367<sup>e</sup> Sq  
Col. PUTNAM

Engagements de la  
Formation à partir de 13.50 GMT

