

95TH BOMBARDMENT GROUP (H), AIR CORPS
APO 634

14 May, 1943.

SUBJECT: Narrative Report of Operations.

**TO : Commanding Officer, Ninety Fifth Bombardment Group (H),
APO 634.**

1. Of twenty planes scheduled to take-off, nineteen accomplished the take-off at 1340 to 1412 to attack the enemy Airdrome at St. Omer - Lonquenesse. One of the nineteen aborted after take-off leaving a total of 18 planes in the formation. Abortive plane was a result of engineering failure.

2. The course apparently served as a diversion in that the English Coast was crossed twice before executing the actual attack.

3. Three Groups of P-47's were scheduled as an escort and this formations was met in mid-channel. Their support was excellent.

4. Very few enemy aircraft were encountered and it is assumed the fighters from the base attacked were "flushed" when the B-17 formation first crossed the English Coast. Enemy aircraft encountered were reported to have been silver colored.

5. Results of the bombing was fair, Bombs were seen in the target area, but the greater portion hit the railroad and the City of St. Omer.

6. It is recommended that the Bombardiers have a greater opportunity to study the target to be attacked.

JOEL A. BUNCH,
Captain, Air Corps,
Air Adjutant.

ENCLOSURES - A
 B
 C
 D
 E
 F

HEADQUARTERS
92ND BOMBARDMENT GROUP (H), AIR CORPS E-B-5
Office of the Operations Officer

15 May, 1943

SUBJECT: S-3 Narrative Report on St. Omar Raid on May 15¹⁹⁴³.

TO : Commanding Officer, 95th Bombardment Group (H), APO 634

1. Nineteen airplanes of the 95th Bombardment Group took off from Alconbury at 1344 and assembled in formation over the field at 2,000 ft. The Group departed the field at 1408 to proceed to Splasher No. 7 to rendezvous with the 94th Bombardment Group. The 94th Group was to lead the 401st Combat Wing which was comprised of the 94th and 95th Bombardment Groups. Altitude at the rendezvous was 7,000 ft for the 94th Group and 8,000 ft. for the 95th Group. The 95th Group attained its altitude about five minutes before reaching Splasher No. 7. Visibility was very good, and the 94th was to our right and slightly behind. The 94th turned left at Splasher No. 7 and we made our turn so as to fall into position behind them.

2. We proceeded on course and started our climb to altitude, staying about 1,000 ft. above the 94th. We reached our altitude, 22,000 ft., between Splasher No. 5 and Splasher No. 6. We remained to one side of the 94th Group to avoid prop wash, while they climbed to 23,000 ft., at which time we dropped directly in trail below the 94th. The 402nd Combat Wing did not join the formation at this point as planned. Before we left the coast, one of our airplanes turned back due to inverter failure which caused the instruments to indicate that the engines were not functioning properly. The 94th formation was very good, and we were able to stay in close formation with them.

3. The diversion was carried out without event, and we proceeded to Dungeness. Leaving Dungeness at 1615, we reached Le Touquet on the French Coast at 1627 at which point our Fighter Escort was seen well above our formation. At the I.P. both Groups fired a red flare. We opened our bomb bay doors and started the bombing run. We had planned to use the A.F.C.S. for bombing, but the bombardier did not believe it was working; correctly; so we cut it off, and decided to fly the P.S.I. Weather and visibility were excellent over the target, but the bombardier had some difficulty in picking up the target. When he finally saw the target, it was almost time to drop our bombs, and we only made one or two corrections before the bombs were released. There were no enemy fighters and no flak. Our own escort came in fairly close to the formation at the target and stayed with us almost to the English Coast. We proceeded out of enemy territory at 155 M.P.H. and started letting down at 170 M.P.H. and 500 ft per minute when we were about halfway across the Channel. We proceeded to base and landed at 1727.

4. The mission was accomplished as planned. The formation of both Groups was good and the leader of the 94th Group did an excellent job of leading the mission.

DAVID G. ALFORD,
Major, Air Corps,
92nd Bomb. Gp.

K-28 Houce 9805
✓ dropped 16 — 8 safe.

K-33 Robinson 9237
✓ dropped 16 bombs.

3 K-34 Storie 9680
✓ dropped 16 bombs.

K-32 Mackinnon 9693
✓ dropped 15 bombs — 1 hung up

K-36 Eastling 9740
L dropped 10 bombs — all they had.

K-19 Clark 9702
✓ dropped 16 bombs

3 K-21 Storie 9675
✓ dropped all bombs (16) 16382 (16)

K-20 Nunes 9679
✓ dropped 16 bombs

K-22 Bender 9704
✓ dropped all bombs (16)

K-23 Rothschild 9703
✓ dropped 16 bombs

K-27 Renand 9754
came back — alt. inverter out. } Aborted

K-1 Sturwalt 9827
✓ no bombs dropped

- K-5 Thomas 1000
✓ no bombs dropped
- K-2 Watson ~~9771~~ 9685
✓ ~~no~~ no bombs dropped.
- K-4 Conley 9780
✓ dropped all bombs (16)
- K-8 Tyler 3171
✓ dropped all bombs (16)
- K-7 Cozens ~~9685~~ 9791
✓ dropped 16 bombs.
- K-15 Johnson 3111
✓ dropped all bombs (16)
- K-11 Schuebly 3115
✓ dropped all bombs (16)

Capt. Melton
dir. SBA Bassingbon.

HEADQUARTERS
NINETY-SECOND BOMBARDMENT GROUP (H) AIR CORPS
Office of the Engineering Officer

(F-B-3)

13 May, 1943
APO 634

SUBJECT: Group Engineering Report on Mission, 13 May, 1943

TO : Commanding Officer, 95th Bombardment Group (H) Air Corps, APO. 634.

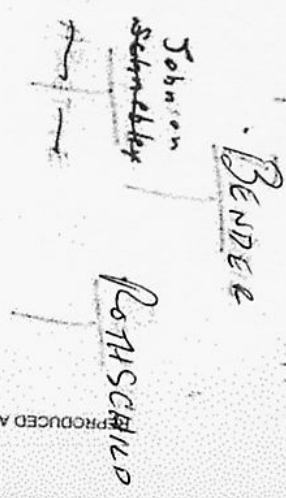
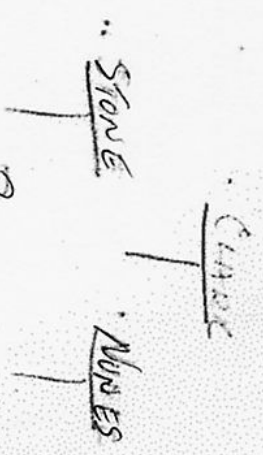
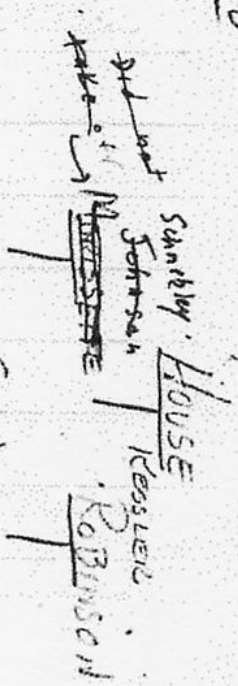
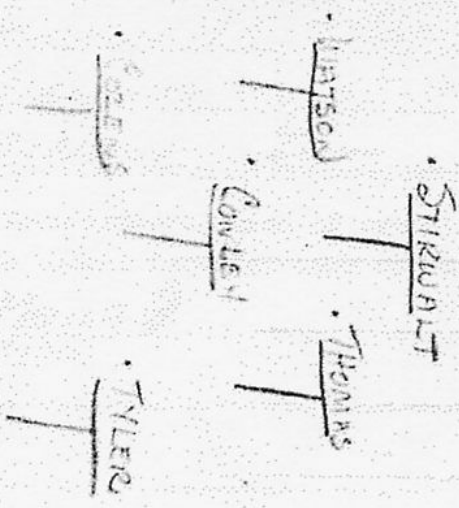
1. Nineteen aircraft took off, eighteen completed mission.
2. One aircraft abortive for the following reasons:
 - a. Inverter fuse blew out, cause unknown. System now working normally. Crew failed to replace fuse.
 - b. Recommend crew be instructed how to check and change fuses.
3. Battle Damage as follows:
 - a. Airplane B-17F #42-29693
 1. Hole at hinge on door in plexiglass nose. Caused by empty shell from ship ahead.
 2. Hole in small window above Bombardier's position. Caused by empty shell from plane ahead.
 3. Hole in right stabilizer leading edge. Caused by empty shell from plane ahead.
 - b. Airplane B-17F #42-29704
 1. Co-Pilot's windshield cracked. Caused by empty cartridge from ship ahead.

For the Group Engineering Officer:

ROBERT P. NORTON,
1st Lt., Air Corps,
Ass't. Engineering Officer.

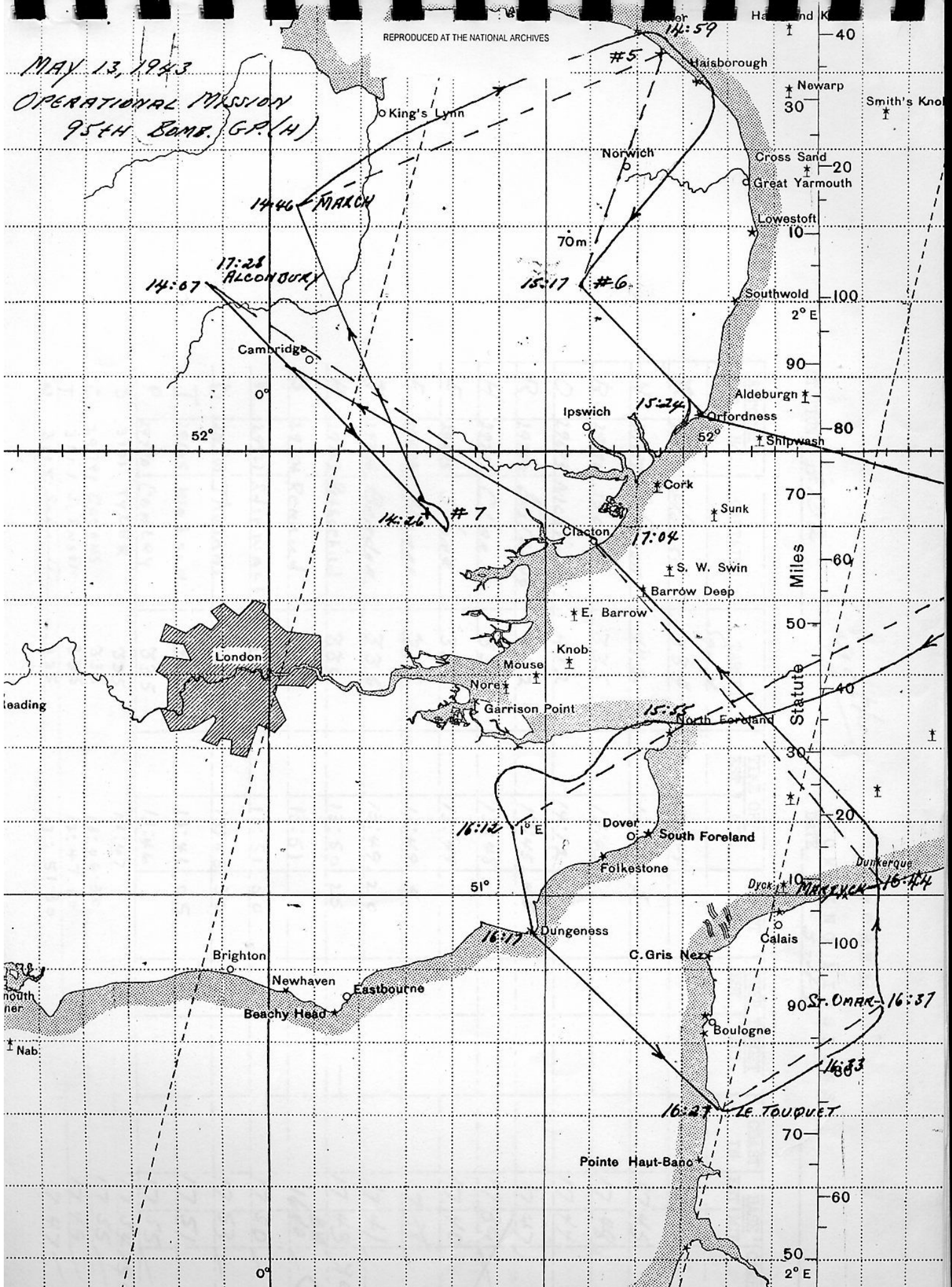
RPN/SLZ

At Oral May 13



MAY 13, 1943

OPERATIONAL MISSION
95TH BOMB. GRP (H)



HQS. NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Group Navigator.

13 May, 1943.

SUBJECT: Navigation Report re Operations May 13, 1943.

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

1. An analysis of the Operations Mission of May 13th, 1943 by the 95th Group is herewith presented:

The "Take-Off" occurred at 13:40 with nineteen planes of the Group passing on course in formation above field at 14:07.

<u>LEG:</u>	<u>FLIGHT PLAN:</u>	<u>OPERATIONS:</u>	<u>COMMENT:</u>
To Splasher 7	14:26	14:26	Rendez-vous with 94th Gp.
To March	14:40 - 46	14:46	Ind. AS 150 MPH
To Splasher 5	14:54	14:59	7 miles N of course; 3000 feet below alt.
To Splasher 6	15:07	15:17	Alt of 22,000
To Ofordness	15:14	15:24	Ind AS 160 MPH
To Co-ordinates X 51-50N;63:00E	15:29	15:37	Leg out short
To N. Foreland	15:56	15:55	
To Ashford	16:07	16:12	Large arc to N of course.
To Dungeness	16:15	16:17	Depart coast of England
To Le Touquet	16:25	16:27	Hit coast of France
To IP	16:32	16:37 (BOMBS AWAY)	Ind AS: 155 Alt. :22360 (set at 29.92) Mag heading: 40 Wind: 242 at 53k
To Mardyck	16:37	16:44	Evasive action
To Clacton	16:56	17:04	Descending - IAS 170 MPH
To Alconbury	17:17	17:28	

2. No instrument failure were reported by any of the navigators. The metro winds were found to be quite reliable. Because of the excellent visibility and want of cloud obstruction the navigation work was almost entirely by pilotage. Exceptions were made, of course, where turning points were fixed at splasher beacons. No QDMs or MF fixes were requested.

WILLARD W. BROWN,
1st Lt., A. C.
Group Navigation Officer

FORM 3.

95 E/L

STATION #102

BOMBING MISSIONS
DATE 13-5-43

SQUADRONS.

Aircraft Let No.	CAPTAIN	TARGET	TIME OFF		COAST OUT	OVER TARGET		COAST IN	BASE EST ACT	CAMERA	PETROL	BOMBS	REMARKS
			EST	ACT.		EST	ACT.						
X 29808	Hause	Squad		13:44				17:45	17:46		1700	16/300	
N 29737	Robinson			13:44.5				17:45	17:45				
R 29680	Storie			13:45				17:48	17:48				
D 29683	McKinnon			14:12				17:44	17:44				
R 29740	Eastling			13:45.45				17:47	17:47			12/300	
H 29702	Clark			13:48				17:39	17:39				
E 29635	Slove			13:49				17:40	17:40				
F 29679	Maves			13:49				17:38	17:38				
J 29704	Bender			13:49.20				17:41	17:41				
A 29703	Rathchild			13:50.25				17:45	17:45	Yes			
B 29754	Renaud			13:51				16:40	16:40	Aborted			#3 Eng. Inverfair Oil
V 29822	Stewart			13:51				17:50	17:50				
D 29803	Thomas			13:45.30				17:53	17:53				
T 29685	Watson			13:46.05				17:51	17:51				
P 29780	Conley			13:46				17:55	17:55				
S 3171	TYLER			13:47				17:54	17:54	yes			
C 29791	CUZENS			13:46.30				17:55	17:55				
T 3111	JOHNSON			13:47.50				17:49	17:49				
N 3115	Sale			13:51.30				17:47	17:47				