

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER.
APO 634

23 August 1943.

SUBJECT: Enemy Aircraft Encounter.

**TO : Assistant Chief of Staff, A-2, Fourth Bombardment Wing,
APO 634.**

1. Attached hereto is combat form, in triplicate, of a claimed E/A destruction on 14 May 1943.

2. The attached claim was not submitted at the time of the mission for the following reasons:

a. Lt. SCHATZ was removed to the hospital critically wounded as soon as the A/C landed.

b. No S-2 personnel from this Group were operating with the 95th at the time of the mission. The flying echelon was stationed at Alconbury. The S-2 personnel had just arrived at Framlingham from the United States.

c. The S-2 section of the 95th did not learn about this claim until 19 August 1943 when on a visit to Lt. SCHATZ at the hospital it was revealed to them.

3. It has been verified by Major H.G. MUMFORD, Commanding Officer of the 412th Bombardment Squadron (H), that when General ANDERSON decorated SCHATZ, the General complimented SCHATZ on the destruction of an E/A.

4. General ANDERSON was riding along on this A/C as an observer on this mission.

5. We are sorry to cause you any inconvenience because of this delay. However, we are of the opinion that if SCHATZ did destroy an E/A he should receive due credit, and we also believe General ANDERSON would want it that way.

FLORENCE J. DONOHUE,
Major, Air Corps,
Intelligence Officer.

HEADQUARTERS 4TH BOMBARDMENT WING
APO 634

D-Q-5

4'
7/2
CAB

319.1

SUBJECT: Enemy Aircraft Encounters.

TO : Senior S-2 Officer, 95th Bombardment Group, APO 634.

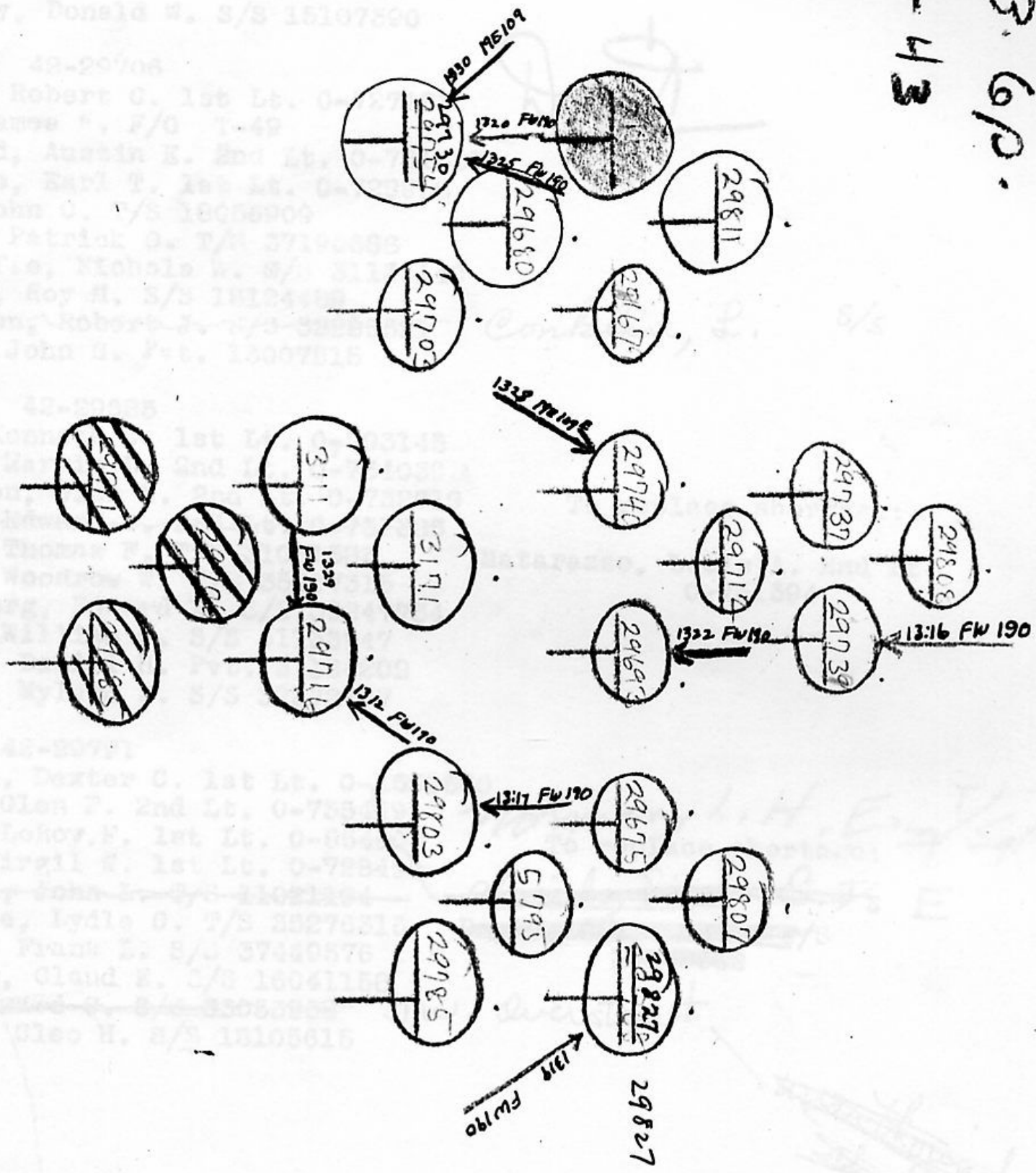
1. In reference to the claim, made in your letter of 23 August, by Lt. Schatz, for e/a destroyed on the 14th of May, it is regretted that the plane referred to was credited to your B-17 #29693, flying #5 in the lead squadron with plane #29808 on this Mission. The identity of reports as to time of attack, type of e/a, approach of e/a and tactics of e/a after breaking away, leave no doubt that this plane was claimed by both ships, and in absence of other reports was credited as a "probable" to plane #29693.

2. We greatly regret that Lt. Schatz cannot be given credit for this claim, especially in view of his being wounded. He may get some satisfaction from knowing that the claim was credited to another B-17 in his squadron.

Carl Norcross
CARL NORCROSS
Lt-Col, AC
A C of S, A-2

95 B. G.P.

14-5-43



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

(F-B-3)

14 May, 1943

SUBJECT: Group Engineering Report on Combat Mission 14 May, 1943.

TO : Commanding Officer, 95th Bombardment Group (H) AC, APO 634.
(Attention S-3 Officer)

1. The following information is submitted concerning Combat Mission of 95th Bombardment Group, 14 May 1943.

- fore
- a. Twenty-four B-17F aircraft took off, three returning to base before completing mission as ordered.
 - b. Twenty aircraft completed mission although one landed away from base.

2. There were no abortive aircraft.

3. Battle Damage is as follows:

334th Bombardment Squadron
Airplane No. 42-29787

- a. One small bullet hole thru outer left wing de-icer, piercing leading edge of wing.
- b. Right hand elevator, R.H. horizontal stabilizer and de-icer boot badly damaged.
- c. One hole near fuel shut off access panel between No. 1 and No. 2 Engines. No evidence of internal damage to wing structure.

Airplane No. 42-5795

- a. Cannon shell entered the L.H. horizontal stabilizer at the bottom and pursued an upward diagonal course passing thru the internal support structure of the stabilizer and emerging thru the upper skin. Evidence also indicates that as the shell emerged from the stabilizer it exploded, tearing a jagged hole, five (5) in. in dia. in the fuselage. Vertical fin damaged by explosion, but repairable. Flak entering fuselage damaged L.H. elevator shaft bracket and cut L.H. elevator trim tab control cable.

Airplane No. 42-29807

- a. A hole four (4) inches in diameter shot thru R.H. fuselage above R.H. stabilizer above and to the left of main hatch. Flak entered R.H. fuselage and pursued diagonal downward course tearing a hole on the opposite side of plane four (4) in. in dia. Rudder and elevator control cables out. Oxygen line opposite main hatch severed. Radio wires in tail gunner's electric clothing rheostat severed at outlet. Hole on L.H. rear fuselage. One parachute jungle kit damaged. Spar damaged at station No. 7.
- b. One bullet hole thru glass in main escape hatch protruding from opposite of fuselage.

SUBJECT: Group Engineering Report on Combat Mission, 14 May, 1943

Airplane No. 42-29803

- a. Bomb bay door retracting piston and worm gear assembly damaged by cannon shell.
- b. Bomb bay door sprung.
- c. Flak from bursting shell in bomb bay punctured several small holes in bulkhead just aft Pilot's compartment; no internal damage.
- d. Two (2) small holes in R.H. Battery well thru leading edge of wing; one battery damaged.
- e. Bullet enters No. 3 engine at upper L.H. Ring cowl; tore hole in exhaust stack section of No. 7 cyl; severed manifold pressure transmitter line, passed thru firewall and damaged junction shield box and wires just behind firewall.
- f. Flak hole in underside of R.H. wing near junction of wing at fuselage; no damage to internal structure.

336th Bombardment Squadron

Airplane No. 42-29675

- a. 20 millimeter cannon hole in tail wheel cone. Left side and came out over left waist gunner. Left waist gun position has small flak hole just aft of his position.

Airplane No. 42-29754

- a. Hole in vertical fin, scratching rudder, no internal damage.
- b. Flak hole under right radio window. Flak grazed radio operator's clothing.

Airplane No. 29679

- a. Left wing, station No. 2; several flak holes went through wing, but did not break any braces.
- b. Right wing flap has flak hole through it and up through top of wing.
- c. Flak hole in under right wing near fuselage. No internal damage.

Airplane No. 42-29716

- a. Hole through fuselage into bomb bay solenoid box and then out the left bomb bay door.
- b. Two .30 caliber bullet holes in station #2 in right wing. In at bottom and out at top.
- c. Two ejected .50 caliber shells ripped holes in ring cowl.
- d. .30 caliber bullet went through ring cowl, broke push rod and cracked the cylinder.
- e. Explosive flak blew hole through wing bottom, damaging several spare and braces and making numerous holes in top wing.
- f. .30 caliber bullet through firewall and in right tire and out again, hitting rim of wheel.
- g. .30 caliber bullet went through right wing and came out on top near aileron.
- h. Bullet went up through fuselage and out radio gunner's window.
- i. .30 caliber bullet went straight through top of vertical fin.

Airplane No. 42-29708

- a. .20 millimeter cannon shell went through plexiglass in nose.
- b. .20 millimeter cannon shell went through frame of sliding window right side and down into hydraulic tank, stopping within tank.
- c. Incendiary bullet in fuselage back of waist gun, R.H. came out about tail gun; damaged braces all along the way.
- d. .20 millimeter cannon through fuselage, right side, behind horizontal fin came out at extreme lower rear.
- e. On No. 4 engine, .20 millimeter cannon went through engine fire wall, through oil tank and out other side near wing.
- f. Flak holes in left wing came straight up through wing, making numerous little holes in underneath wing and damaging cross bars.
- g. Flak holes headed toward pilot's compartment. No apparent internal damage.

335th Bombardment Squadron

Airplane No. 42-29827

- a. Wet cluster at lower left hand engine mounting bolt, #3 engine hit by bullet. Engine mount requires replacement.
- b. Right outboard wing panel hit by .20 millimeter shell, tubular rib strut pierced, rip reinforcement and skin patch required.
- c. ~~####~~ Left elevator and trim tab torn, patches required.

Airplane No. 42-3171

- a. Flak hole in right wing, skin patch required.
- b. Skin and leading edge of left aileron torn by flak, aileron being replaced.
- c. Lower surface of left wing torn and stiffener damaged.

Airplane No. 42-29680

- a. Bullet hole in vertical fin.
- b. Left horizontal stabilizer pierced by flak, skin patch required.
- c. Left elevator leading edge torn, elevator being replaced.
- d. No. 3 engine hit by bullet, engine change required.
- e. Several bullet holes in right wing require patches.
- f. Co-pilot's plexiglass cockpit window shattered by bullet.

Airplane No. 42-29811

- a. Engine control pulley bracket and throttle control wire shattered by bullet.
- b. Left inboard fuel tank hit by .20 millimeter shell, replacement required.
- c. No. 4 propeller hit by bullet.
- d. Left and right wings require skin patches.
- e. Right horizontal elevator and stabilizer damaged, sheet metal and fabric work required.
- f. Right main landing gear tire pierced by bullet, replacement required.

412th Bombardment Squadron

Airplane No. 42-29693

- a. One hole in right wing.
- b. One hole in horizontal stabilizer.

Airplane No. 42-29737

- a. Forced landing at Framingham.
- b. No information as to damage available.

Airplane No. 42-29739


- a. Hole in right wing.
- b. Tire shot out.
- c. No. 3 propellor badly damaged.
- d. Oil leak in No 3 oil temerature regulators.

Airplane No 42-29740

- a. Five holes in right wing, one hole in aileron.
- b. No. 1 and No. 2 propellors damaged.
- c. No. 2 engine running rough.

4. The assistance of VIII Air Force Service Command has been requested for repair of B-17F # 42-29787.

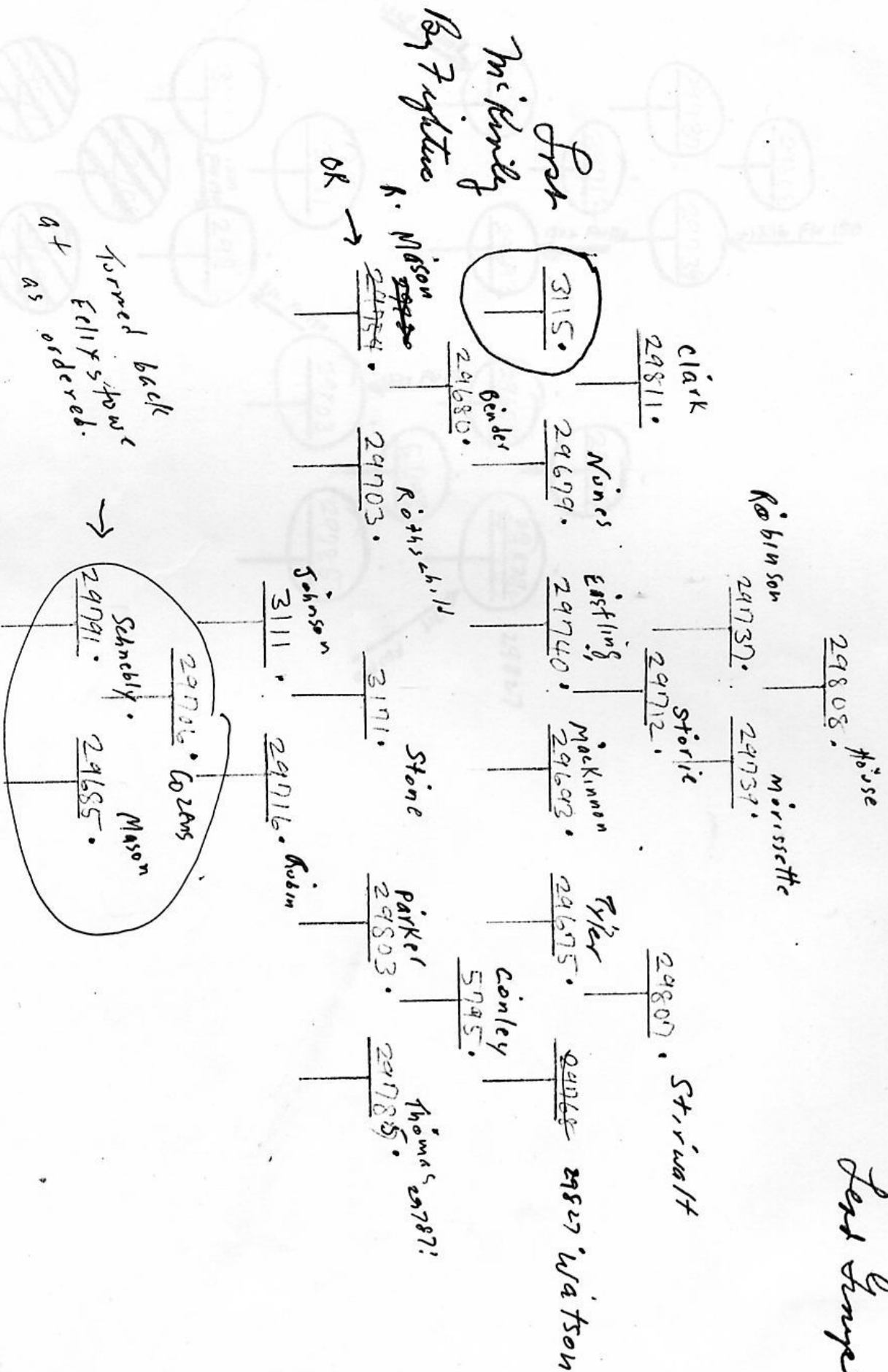
For the Group Engineering Officer:


ROBERT P. NORTON,
1st Lt., Air Corps,
As st Group Eng. Officer.

95th.

Antwerp 14/5/43.

Lost Stamps



HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of S-2

APO 634,
14 May, 1943.

SUBJECT: Narrative report of operations.

T O : Operations Officer, 95th Bombardment Group (H).

1. Twenty four aircraft took off from 1117 to 1130 to attack General Motors plant at Antwerp. Twenty one attack the target, three aircraft which took off as ~~XXXX~~ replacements returning as directed.

Visibility was excellent, 15 miles or better over target.

Fighter cover provided by P-47s inadequate and ineffective.

Fifty to seventy five enemy fighters (FW 190's, ME-109E's and P's, few 110's) attacked chiefly from 10 to 2 O'clock from slightly below, level and slightly above. Several crews reported release by FW 190's of bombs as they made head on attacks in front of our formation. Release was made as they swept above formation. Bombs so released exploded without contact. No hits scored.

Flak was moderately heavy.

Hits on target were reported. General bombing was reported as good.

The following observations were noted:

A Convey of approximately twenty vessels in line ten miles off Ostend.

One B-17 in distress near Goes later reported down on Noors Island smoking.

Some FW - 190's reported carrying white band around nose cowling. Yellow, red and white nosed FW-190's also reported.

Bomb burst from FW-190's reported two to four feet in diameter. One crew reported burst as large as 200 kilos.

FLORENCE J. DONOHUE,
Major, Air Corps,
S-2.

HEADQUARTERS NIGHT BOMBARDMENT GROUP (H)
Office of the Group Navigator

May 14, 1943

SUBJECT: Navigation Report re Operations May 14th, 1943.

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

1. An analysis of the Operations Mission of May 14th, 1943, by the 95th Bombardment Group (H) is herewith presented:-

(a) The "Take Off" occurred at 11:17 DST with twenty-four planes of the Group passing above the field in formation on course at 11:40.

<u>TIME:</u>	<u>FLIGHT PLAN:</u>	<u>OPERATIONS:</u>	<u>COMMENT:</u>
To Oxford	12:06	12:06	
To Cambridge	12:23	12:27	4 minutes were lost in executing a turn of 195 over Oxford
To Splasher #6	12:33	- - -	Evasive course set for Felixstowe to keep within the time schedule.
To Felixstowe	12:43	12:43	Flew South of Bury Steadmen over Ipswich to Felixstowe - Altitude: 22,000 IAS: 160 MPH
To Knocke	13:08	13:07	Passed over coast about three miles East of Blackenberghe.
To Lokeron	13:17	13:16	
To Target	13:22	13:21	"Bombs Away" Altitude: 22,000 IAS: 155 MPH Track: 60
To Goes	13:32	13:29	
To Nooderhoofd	13:40	13:35	Departed enemy coast.
To Felixstowe	14:09	14:03	Arrived English coast.
To Eindhoven	14:32	14:26	

(b) No instrument failures were reported by any of the navigators. Because of the unlimited ceiling and visibility pilotage alone used. Criticism is directed

Page 2

is directed to a flight plan necessitating a turn of 180 while in formation. The time and distance required for such a maneuver so disturbed the intended flight plan as to necessitate a material alteration. No radio was used. Two navigators employed in the lead ship.

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

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

APO 634
14 May, 1943

SUBJECT: Operational Mission.

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

1. Twenty four (24) aircraft taxied out on schedule and took off on schedule clearing in ten (10) minutes fifteen (15) seconds.
2. The Group assembled rapidly over Alconbury at 2500 feet and at 11:38 the 94th Group at 3500' joined the 95th Group.
3. The 401st CW proceeded on course to Oxford climbing at 150 IAS 400'/min. From Oxford the course was altered so as to pass south of Cambridge and over Ipswich to Felixstowe. This was due to the fact the wing was behind schedule.
4. Altitude was reached before arriving Felixstowe 22,000'.
5. Three additional aircraft left formation at Felixstowe proceeding to Alconbury. No abortives.
6. From Felixstowe we proceeded on course passing a few miles south of Knocke on schedule. At this point off on our right and above a formation of fighters were observed and thought to be our fighter support P-47. Our course was held until we passed over Ghent. Then a left turn was made to pass over our I.P. Lockeron 13:17. At this point numerous enemy fighters were observed below and above our formation with head on attacks and attacks from two o'clock low. Several fighters passed through the formation releasing bombs on level attacks. Heavy flack was encountered on the way into the target, very accurate. A successful bomb run was made on the target and a left turn made passing over Goes. A heavy fighter attack was made on our low squadron, #3 aircraft of first flight dropping back behind the formation. As we approached the Belgium coast a B-17F came up through our formation and fell in behind the lead squadron. This was thought to be our #3 aircraft low squadron. The wing proceeded at altitude across channel starting let down about midway. At this point, the 2nd flight leader of lead squadron dropped back and down, causing the extra unknown aircraft to fall back. This extra aircraft pulled up over low squadron and fell into #3 position of lead flight low squadron. We watched the 2nd flight leader down and a Spitfire picked him up and escorted him into Framlingham. During this time, this extra aircraft, thought to be Lt. McKinley (K-17) pulled out and above formation and continued over English coast at 10,000' all four engines running. We continued let down and landed at Alconbury at 14:40
7. Twenty one (21) ships over target and dropped bombs.
8. Nineteen ships returned to base, one landing at Framlingham, the other is unaccounted for.
9. Out of twenty one (21) aircraft on raid, twenty (20) received battle

REPRODUCED AT THE NATIONAL ARCHIVES

damage, some very extensive.

May 14, 1943
JOHN H. GIBSON
Lt. Colonel, Air Corps,
Air Executive.

SUBJECT: Navigation Report re Operations Day 14th, 1943

mission #2
INTERPRETATION REPORT NO. K. 1557

40-3A

Photographs taken by 13PH Squadron on 14.5.43.

Mean time of photography: 1730 hours.

SORTIE AA/53

Scale 1/15,250 (F.L.24")

LOCALITY: ANTWERP

DAMAGE ASSESSMENT

COVER AND QUALITY

The FORD MOTOR CO. and GENERAL MOTORS CO. are fully covered on prints of excellent quality and medium scale.

PERIOD UNDER REVIEW

These photographs were taken after the daylight attack of 14.5.43 by 38 B17's of U.S.A.A.F. with ~~one~~ Fighter escort. The last report on damage to Antwerp was Interpretation Report No. K.1543 issued on 14.5.43.

DETAILS OF DAMAGE

All damage is seen on print No. 4039 and the numbers refer to annotations on distributed print.

I. FORD MOTOR CO.

(a) Main multi-storey building (610' x 85') appears to have received several direct hits as a result of which there are three main areas of damage. (1)

At the western end the roof and upper storeys are severely damaged or partly destroyed over an area measuring approximately 1400 sq.yds. There is a hole in the roof on the south side of the centre of the building measuring approximately 100 sq.yds. and another measuring approximately 60 sq.yds. near the eastern end. In addition superficial damage is seen on other parts of the roof.

(b) Building (225' x 160') adjoining the western end of the main building at right angles has severe roof damage over an area measuring approximately 200 sq.yds. (2)

(c) Five-bay shop (310' x 225') in the angle formed by the two previous mentioned buildings has the roof destroyed and severe damage over an area measuring approximately 1025 sq.yds. A very near miss has partly demolished or severely damaged an area measuring approximately 140 sq.yds. on the North side of this building. (3)

(d) A small building (135' x 45') at eastern end of the five-bay shop is half destroyed.

(e) There are two hits on the wall immediately west of the factory. Another hit has almost completely destroyed a nearby shed. In addition there are six craters in this small area. (8)

II. GENERAL MOTORS CO.

(a) Multi-bay shops covering an area of 41,600 sq.yds. have severe damage to roofs and upper storey over an area measuring approximately 6,000 sq.yds. In addition blast

/ damage

damage is seen on the roof on the north side of the building. (4)

III. OTHER DAMAGE

- (a) Double-bay dockside building (390' x 120') on the North side of CANAL BASSIN B, just west of the FORD MOTOR CO., has received three direct hits destroying an area measuring approximately 2000 sq. yds. (5)
- (b) Another double-bay dockside building just west of the above building has received a direct hit destroying the roof over an area measuring approximately 70 sq. yds. (7)
- (c) An eight-bay dockside building 390' x 160' on the S. side of the CANAL BASSIN B has received a direct hit destroying the roof over an area measuring approximately 80 sq. yds. (6)
- (d) At least 120 new craters are seen north of the target area, several of which lie on or near the AVENUE du NORD. (9)

Annotated Print No. 4089 Neg. No. 24658 distributed.

Map used: C.B.Plan.

SECRET

Distribution No. 24

R.A.F. STATION
MEDIENHAM

Admiralty N.I.D. 8 2

E, 124

II: 42

I: 24

Total: 192 copies

MPC/AMBA/C