

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

APO 634  
30 May 1943

SUBJECT: Air Bombing.

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

1. Only three (3) planes reported observing any bombs, all dropped from FW 190's. All reported E/A 2000 feet to 3000 feet above our aircraft, flying parallel to us. Bombs burst with large black bursts (about five (5) times as big as AA bursts) about 1000 feet above our planes. Bombs probably time fused and no blast was felt. No peculiar signals were noted. One bomb came from each FW 190. Bomb looked like large teardrop with tail fins.

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

*F. J. H.*

DECLASSIFIED  
 Authority NND 74-005  
 By K.C. NARA Date 7/17/87 *pc*

HEADQUARTERS  
 VIII BOMBER COMMAND  
 A.P.O. 634

Bomber Command Narrative of Operations  
 Day Operation - 29 May, 1943.  
 Mission No. 61

- TARGETS: I - St. Nazaire - U-Boat Installations  
 II - La Pallice - U-Boat Installations  
 III - Remes - Naval Storage Depot.

The main attack was directed at St. Nazaire where 147 B-17s of the 1st Wing successfully bombed the submarine installations in the Bassin de St. Nazaire and the Bassin de Penhouet. 34 B-24s from the 2nd Wing bombed U-boat installations at La Pallice with good results. 72 B-17s of the 4th Wing were dispatched to bomb the Naval Storage Depot at Remes, and 57 bombed with poor results, most bombs falling in residential areas. Fighter support was furnished to 1st and 4th Wings by Spitfires and P-47 Squadrons. 14 a/c are missing from the three operations while claims amount to 25 - 5 - 15.

Diversionary attacks were made on Caen A/D and Cherbourg-Maupertus A/D by R.A.F. bombers and fighters.

| Unit and Target    | Number of A/C |             |            |          |          | Claims       | Personnel Casualties |           |           |
|--------------------|---------------|-------------|------------|----------|----------|--------------|----------------------|-----------|-----------|
|                    | (Dispatched)  | (Attacking) | (Abortive) | (Lost)   |          |              | (Killed)             | (Wounded) | (Missing) |
|                    | A             | B           |            |          |          |              |                      |           |           |
| <b>ST. NAZAIRE</b> |               |             |            |          |          |              |                      |           |           |
| 1st Wing           |               |             |            |          |          |              |                      |           |           |
| 91                 | 23            | 21          | 2          | 0        | 0        | 0-0-0        | 0                    | 1         | 0         |
| 92                 | 22+           | 19          | 3          | 0        | 0        | 0-0-0        | 0                    | 0         | 0         |
| 303                | 30            | 28          | 2          | 0        | 1        | 3-0-1        | 0                    | 0         | 10        |
| 305                | 25+           | 21          | 4          | 0        | 3        | 0-0-0        | 0                    | 9         | 21        |
| 306                | 24            | 21          | 3          | 0        | 0        | 0-0-0        | 0                    | 0         | 0         |
| 351                | 21            | 16          | 5          | 0        | 1        | 1-0-0        | 0                    | 0         | 10        |
| 379                | 2+            | 21          | 3          | 0        | 3        | 2-0-0        | 0                    | 0         | 30        |
|                    | <u>169+</u>   | <u>147</u>  | <u>22</u>  | <u>0</u> | <u>8</u> | <u>6-0-1</u> | <u>0</u>             | <u>10</u> | <u>71</u> |
| <b>LA PALLICE</b>  |               |             |            |          |          |              |                      |           |           |
| 2nd Wing           |               |             |            |          |          |              |                      |           |           |
| 44                 | 21            | 20          | 1          | 0        | 0        | 0-0-0        | 0                    | 0         | 0         |
| 93                 | 17            | 14          | 3          | 0        | 0        | 0-0-0        | 0                    | 0         | 0         |
|                    | <u>38</u>     | <u>34</u>   | <u>4</u>   | <u>0</u> | <u>0</u> | <u>0-0-0</u> | <u>0</u>             | <u>0</u>  | <u>0</u>  |
| <b>REMES</b>       |               |             |            |          |          |              |                      |           |           |
| 4th Wing           |               |             |            |          |          |              |                      |           |           |
| 94                 | 18            | 16          | 2          | 0        | 3        | 5-1-3        | 1                    | 2         | 32        |
| 95                 | 18            | 18          | 0          | 0        | 2        | 6-0-5        | 0                    | 1         | 22        |
| 96                 | 20            | 20          | 0          | 0        | 1        | 8-4-6        | 0                    | 7         | 10        |
| Composite #        | 16            | 3           | 13         | 0        | 0        | 19-5-14      | 0                    | 0         | 0         |
|                    | <u>72</u>     | <u>57</u>   | <u>15</u>  | <u>0</u> | <u>6</u> |              | <u>1</u>             | <u>10</u> | <u>64</u> |

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Authority

NND 74-005

By

K.C. NARA Date 7/17/82

cm

Abortive A - Mechanic, equipment  
 B - Weather, recall, o  
 + - 7 a/c of 92 Group and 1 a/c of 305th Group were YB4  
 # - Composite Group composed of 4 a/c from the 94th, 2  
 the 96th Groups.

PART I - 1st WingTARGET: U-Boat Installations at St. Nazaire.

BOMBING RESULTS: 140 B-17s dropped 277x2000 G.P. at 1706-1711 hours from 22,500-25,000 ft., with fair results. Photographs taken during the attack show bursts across the dock area and shipping basins. Hits are seen near both inner and outer ends of the E. Lock, although no direct hit on the lock is seen. One burst is noted immediately outside the U-boat Pens in the Basin de St. Nazaire, and in the Bassin de Penhouet three bursts are very close to a floating dock which at the time of the attack carried a small vessel. Hits are seen on the workshops of the Charriers and Ateliers de Penhouet.

REASONS FOR FAILURE TO BOMB: 21 a/c failed to bomb, 20 because of mechanical and equipment failures and 1 because of personnel failure. 1 of the 8 YB4s taking part in the mission returned early because of mechanical failure.

ENCOUNTERS: E/a opposition was light. Groups reported that 20-40 e/a mostly FW 190s with a few ME 109s and 1 or 2 ME 110s and JU 88s began attacks just before the I.P. and continued over the target and out to French Coast. Attacks were from 3 to 6 o'clock from the nose, usually high or level, and very few were pressed home vigorously. E/a were observed following the formation and in the main attacking cripples. Two crews reported one aerial bomb was dropped 1000 yds. beyond formation. Varied markings of the e/a included yellow, red, and white noses, fuselages of green-gray, blue, mottled camouflage, solid brown, white belly and tan top; black and silver ME 109s; and black and yellow striped FW 190s. Some FW 190s had white markings similar to those of P-47s.

CASUALTIES: - Personnel: 10 crew members were wounded and 71 are missing. 9 crew members from lost a/c of 305th Group were picked up by Air Sea Rescue E. of Start Point.

Equipment: 8 B-17s were lost, 6 due to flak, 1 to e/a, and 1 for reasons unknown.

Estimated Battle Damage: 58 B-17s - "A".

FIGHTER SUPPORT: 10 Spitfire and 3 P-47 Squadrons furnished withdrawal cover from the vicinity of Guingamp to the English coast. Diversionary attacks were made on Caen A/D by 11 Venturas supported by Spitfires and on Cherbourg-Maupertus A/D by 1 Squadron of Typhoon bombers escorted by Typhoons.

ROUTE: Portland Bill to 49°20'N, 03°00'W; to Redon; to target; to 10 miles E. of Belle Isle; to Guingamp; to 49°00'N, 03°20'W; to Portland Bill; to bases.

WEATHER: At take-off there was 3/10-5/10 cirrus at estimated height of 25,000-26,000 ft., with 2/10-4/10 cumulus having 4,000 ft. base and 6,000 ft. tops. Visibility was 4-5 miles in haze. From bases to English coast there was 4/10-7/10 variable cirrus at estimated 25,000-27,000 ft., with 3/10 altostratus and altostratus at estimated 10,000-15,000 ft. Medium cloud decreased to nil across the Channel with high cloud remaining the same and no low cloud. Visibility of 6-10 miles in SW England improved to 15-20 miles over the Channel and France. At the target there was 6/10 cirrus at estimated 27,000 ft., no

C O N F I D E N T I A L

low or medium cloud, and a downward visibility of 20 miles. Conditions on the route back to the English coast were the same as on the route in to target, with bases on return having 5/10 cirrus, 4/10-6/10 altocumulus and altostratus, and no low cloud. Visibility was 6 miles. Persistent contrails were observed at 24,000 ft. from 100 miles W. of bases to English coast on route out. Winds were satisfactory. Temperature over target at 25,000 ft. was -24°C.

OBSERVATIONS: An apparent Army Camp was seen at edge of woods near Floernel, France, with an estimated 100 one-storey buildings of round roof construction. Two large truck convoys of about 100 vehicles were seen headed SE between Floernel and Redon. A concentration of vehicles, barracks and new roads was reported NW of Redon at 47°51'N - 02°13'W. Military construction was reported at Renac, France, and other construction 1 mile N. of St. Nazaire. A large factory with many new buildings was seen at 48°03'N., 01°45'W. An apparently new A/D reported 10 miles E. of Lorient had two crossed uncamouflaged runways. An A/D was also seen near Collinee and Jugan. A B-17 was seen through binoculars on A/D at 47°47'N, 02°52'W., just NW of field. SW of Rennes at 47°57'N, 02°22'W, also seen through binoculars, were about 200 barracks buildings and 8 Nissan hits. A large reservoir was observed at 48°26'N, 02°51'W. Considerable construction was noted in shipyards south of Basin at St. Nazaire. A 4-gun (Flak) battery was seen at Escublac and two 4-gun batteries seen on NW side of Guernsey Island. The harbor at Painbol contained at least 1 large M/V and 6 to 8 smaller vessels. Two large M/V seen in Lorient harbor. Eight M/V were reported at Etel, France, which at 23,000 ft., appeared to be transports. One report stated that c/a attacked with air-to-air bombs (no results stated), and one crew reported seeing 6 red balloons rising toward the formation and exploding with a red flash at about their altitude. Smoke screen at target was ineffective, and boats appeared to be putting up smoke screen south of target. Two rows of smoke pots were seen around south side of Morbihan Bay. Smoke screen at Lorient were reported as ineffective, except for one group which reported them as effective.

PART II - 2nd Wing

TARGET: U-Boat installation at La Pallice.

BOMBING RESULTS: 34 B-24s of the 2nd Wing dropped 99x2000 G.P. in the target area. Strike photographs show bursts near a vessel in Dry Dock No. 1., on or near the new lock under construction and on buildings and warehouses surrounding the basin. Several hits can be seen in the immediate area of the entrance locks. Photographs cover only part of the raid. However, the crews report all bombs hit area close around the basin and that target pin point was well covered.

REASONS FOR FAILURE TO BOMB: 3 B-24s returned early due to mechanical failures, and 1 B-24 jettisoned on approach to target.

ENCOUNTERS: 3 or 4 JU 88s were observed over target area, one of which made several passes at a B-24 out of formation.

CASUALTIES: - Personnel: None  
Equipment: No Losses  
Estimated Battle Damage: None

FLAK: Slight flak of poor accuracy was encountered over the target area. No other flak encountered.

FIGHTER SUPPORT: None furnished.

C O N F I D E N T I A L

ROUTE: Basos to Lands End, to St. Marys, to 48°30'N-07°30'W, to 47°00'N-06°30'W, to 45°40'N - 04°00'W, 45°30'N - 01°40'W, to 46°08'N - 01°26'W, to target. Turn right after bombing to 46°20'N - 04°30'W, to 47°20'N - 06°30'W, to 48°30'N - 07°00'W, to Lands End, to Advance Bases.

WEATHER: Generally the same as in Part I. At the target there was no low or medium cloud with horizontal visibility 5-10 miles in haze.

OBSERVATIONS: Mission was uneventful. Route followed was mainly over water. One convoy consisting of 8 freighters was reported at 46°15'N - 05°05'W.

PART III - 4th Wing

TARGET: Naval Stores Depot at Rennes.

BOMBING RESULTS: 57 B-17s dropped 530x500 G.P. from 22,000-25,000 ft., at 1601-1605 hours. Target was approached from the NW and the bombs fell in areas North and East of the target - mostly in the town residential areas and open country outside the town. There were no hits on the target. Among the bursts seen in the town are several direct hits on the Arsenal and nearby Colombier Barracks.

REASONS FOR FAILURE TO BOMB: 15 a/c failed to bomb - 2 returned early because of mechanical failures, 1 did not reach the formation and 12 failed to bomb because of inability of composite group to get in position over the target.

ENCOUNTERS: E/a opposition started when the P-47 support left the formation at the I.P. 65 to 75 FW 190s and ME 109s attacked from this point to over the target and out until formation was met by Spitfire cover 15 to 20 miles off the French coast. Attacks were vicious and made mostly from 2 o'clock, coming in from about 45°, following on down under the formation, turning and climbing back up again to repeat. Many attacks, made singly and in groups, came head on from 11 to 1 o'clock. FW 190s came in and rolled through the formation; the ME 109s dived straight on through the formation. The last two groups report attacks were made first on the low group, following into the second and then breaking up. E/a had yellow, red and white noses; some were all silver and all black; and a few had white belly markings.

CASUALTIES: - Personnel - 64 crew members missing; 1 was killed, 2 were seriously wounded; and 8 were slightly wounded.

Equipment - A total of 6 a/c are missing. At 1623 hrs., about 15-20 miles NW of Rennes, a B-17 of the 95th Group was observed to be hit by flak and went into a steep dive out of control. It pulled up through a high squadron striking another B-17 of the 95th Group in the tail. This latter a/c was last seen going down in a 30° descent under partial control. The first B-17 was last observed in steep dive at 16,000 ft., with an ME 109 attacking from the tail. These are probably the 2 a/c of the 95th Group reported down in the target area with 6 chutes reported as opening. The following locations where a/c went down and number of parachutes seen to open were reported: 1 a/c 20 miles NW of Rennes with 10 chutes reported to open; 1 a/c between French Coast and Jersey Island with 5 chutes reported to open; 1 a/c approximately 48°05'N - 02°40'W., with 1 chute reported to open; and 1 a/c just south of Portland Bill. One a/c of the 94th Group crash landed at Northolt.

Estimated Battle Damage: 30 a/c in category "A" and 1 a/c in class

"B".

C O N F I D E N T I A L

4-1102

C O N F I D E N T I A L

FLAK: Slight inaccurate flak was encountered at the French Coast on way in. Flak over target was moderate and inaccurate. Near St. Malo on way back, moderate accurate flak with red bursts was encountered.

FIGHTER SUPPORT: 3 P-47 Squadrons of 4th Group, and 3 P-47 Squadrons of 56th Group acted as cover for the Fortresses from the French coast to the I.P. (48°13'N - 02°08'W.) 6 FW 190s were attacked by the 4th Group but no claims were made. The 56th Group sighted approximately 30 ME 109s NW of Rennes and 16 FW 190s in the Rennes-St. Malo area and as a result of combats 1 ME 109 was probably destroyed and 1 damaged. 4 Squadrons of Spitfire IXs acted as withdrawal support. 2 Squadrons of Spitfires sighted Fortresses on the west side of Bay of Mont St. Michel. FW 190s were following the bombers but dived away when attacked by the Spitfires. 2 other Squadrons of Spitfires, patrolling between St. Brieuc and Ile de Brehet, sighted a large force of Fortresses flying into France, and these a/c later crossed the English coast just in advance of the Spitfire Wing.

ROUTE: Portland Bill to 49°20'N - 03°00'W to I.P. (48°13'N - 02°08'W) to target, right turn after bombing to 48°01'N - 01°39'W to 47°54'N - 01°46'W to 47°54'N - 02°00'W to 49°20'N - 03°00'W to St. Albans to Lylesbury to bases.

WEATHER: Bases at take-off: 7/10 cumulus bases 3000 ft., tops 5000 ft., 1-2/10 cirrus at 30,000 ft.; visibility 7 miles. Enroute to target: weather was practically the same as that for 1st Wing. Over target: 3/10 cirrus above 26,000 ft., with no low or medium cloud and visibility of 25-30 miles. Return route: variable high cloud 0-7/10 and low cloud increasing on approach to English coast to 5/10 cumulus, base 4,000 ft., tops 6,000 ft., and visibility of 8-10 miles.

OBSERVATIONS: Two bombardiers from 96 Group reported air-to-air bombing. One observed what may have been 20-lb. fragmentation type bombs dropping through formation on each side of lead ship at 22,400 ft., None were observed to explode. A second bombardier reported seeing a small red parachute dropping from above at about 300 yards ahead of his plane near the target area. The parachute supported a small object which could not be identified as to size or shape. The 95th Group verified that the target area was effectively camouflaged in a checkered pattern of small houses.

W.D.  
 A.C. Form  
 12E Modified  
 (Reproduced ~~1~~ DW, APO 634)

COMBAT BOMBING FLIGHT RECORD †

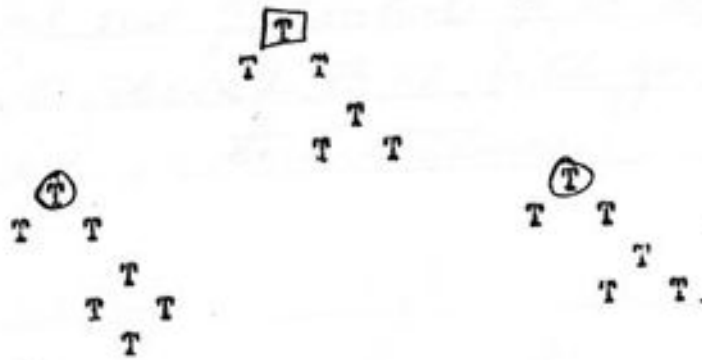
BOMBARDIER - Lt. R. L. McNutt  
 PILOT - Capt. H. A. Stirwalt  
 NAVIGATOR - Lt. W. J. Thimm  
 ORGANIZATION - 334th Sqdn. 95th Group

DATE - 29 May 1943  
 TAKE-OFF - 1305  
 LANDED - 1836  
 AIRPLANE - B-17E #807

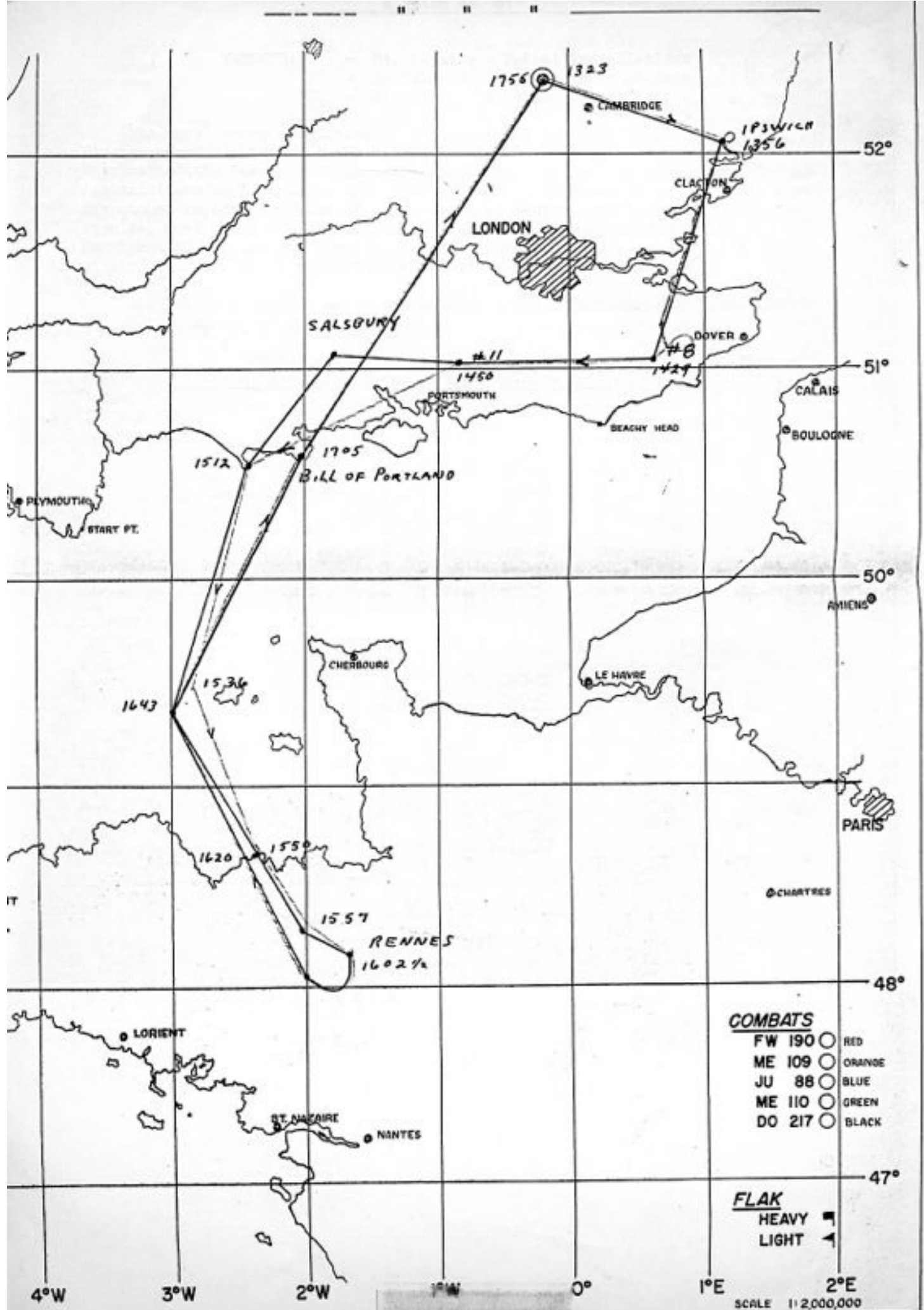
OBJECTIVE - NAVAL STOREHOUSES, RENNES, FRANCE.  
 AIMING POINT - CENTER OF WAREHOUSE AREA.  
 INITIAL POINT - RAILROAD JUNCTION, 10 MILES NW RENNES.  
 METHOD OF ATTACK - GROUP FORMATION.  
 NUMBER OF PLANES IN UNIT - NINETEEN.  
 NUMBER OF PLANES IN UNIT PERFORMING SIGHTING OPERATION - SIX.  
 TIME OF ATTACK - 1602 TIME OF RELEASE - 1602:45  
 APPROXIMATE LENGTH OF STRAIGHT APPROACH - 45 SECONDS.  
 SYNCHRONIZATION - NORMAL, ON TARGET.

|                               |                 |
|-------------------------------|-----------------|
| ALTITUDE, TRUE ABOVE TARGET - | 24,900 FEET.    |
| C.I.A.S.                      | 164 M.P.H.      |
| T.A.S.                        | 239 M.P.H.      |
| WIND DIRECTION                | 260/9           |
| TRUE HEADING                  | 120 DEGREES.    |
| DRIFT                         | PLUS 6 DEGREES. |
| TRUE TRACK                    | 126 DEGREES.    |
| DISC SPEED                    | 127             |
| TRAIL                         | 64 WYLS         |
| A.T.F.                        | 41.75           |
| DROPPING ANGLE(TAN.)          | .56             |
| TYPE OF RELEASE               | TRAIN           |
| POINT OF IMPACT               | UNOBSERVED.     |
| MEAN TEMP.                    | -2 DEGREES C.   |
| MAX. TEMP. OVER TARGET        | -23 DEGREES C.  |

METHOD OF BOMBING:



BOMBARDIER SIGHTING   
 FOR COURSE AND RANGE  
 BOMBARDIER SIGHTING FOR RANGE



1756 1323

IPSWICH 1356

LONDON

SALSBURY

DOVER

PORTSMOUTH

BEACHY HEAD

BILL OF PORTLAND

1512

1705

1643

1536

LE HAVRE

1620

1550

1557

RENNES

1602 1/2

LORIENT

ST NAZAIRE

NANTES

CAMBRIDGE

CLACTON

CALAIS

BOULOGNE

AMIENS

PARIS

CHARTRES

52°

51°

50°

48°

47°

4°W

3°W

2°W

1°W

0°

1°E

2°E



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Authority NND 74-005  
By K.C. NARA Date 7/17/97

HEADQUARTERS  
NINETY-FIFTH BOMBARDMENT GROUP (H) AIR CORPS  
Office of the Communications Officer

(J-1)

APO 634  
29 May 1943

SUBJECT: Operational Communications of the 95th Bombardment Group.

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

1. Of the nineteen (19) aircraft which went over the target, thirteen (13) crews were available for interrogation by the Communications Officer, 95th Bombardment Group. Crews from 334 E, 334 F, 334 H, 334 L, 335 T, and 336 L were not available for interrogation.

2. Mechanical and Electrical failures were as follows:

- (a) 334 B, IFF interferes with liaison reception; being investigated and corrected.
- (b) 334 D, Co-Pilot's mike button faulty; being replaced.
- (c) 334 H, Liaison receiver out; being replaced.
- (d) 335 P, Co-Pilot's interphone switch faulty; being investigated and corrected. Radio compass unreliable; being checked and replaced.
- (e) 336 C, Co-Pilot's mike button faulty, tail gunner's jack-box shot away, right-hand position in radio compartment failed; being investigated and repaired.
- (f) 336 E, Radio compass failed; being investigated and replaced.
- (g) 336 Q, Mike extension missing at waist position; being replaced.

3. Other failures beyond control of this Department were:

- (a) 335 V, Command antenna shot away; being replaced.
- (b) 336 E, Liaison antenna shot away; being replaced.
- (c) 336 K, Command antenna shot away; being replaced.
- (d) 336 Q, Command antenna shot away; being replaced.

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By K.C. NARA Date 7/17/87**CONFIDENTIAL**

4. Navigational aids were used successfully. Aircraft using these Aids were:

- (a) 334 B, used "Splashes" Nos. 8 and 11 and two (2) QDM bearings on home station.
- (b) 334 D, used "Splasher" No. 11 going out.
- (c) 334 H, used "Splashes" Nos. 6, 7, 8, 11, 15. Darky "WIND" called ship when it was circling this airdrome.
- (d) 335 P, used "Splasher" No. 8.
- (e) 335 W, used "Splashes" Nos. 8 and 11.
- (f) 336 B, tuned in over "Splashes" Nos. 8 and 11.
- (g) 336 C, used "Splashes" Nos. 8 and 11.
- (h) 335 O, one (1) QDM on home station.
- (i) 412 O, two (2) QDM bearings on home station.

5. Navigators reported "Splasher" No. 11 was jammed on some frequency; however, other frequencies on same sites were used satisfactorily. It was again brought to the attention of this Department that Radio Silence should be maintained prior to take off. Radio Operators report that 4th Bomb Wing frequency was very weak, and no messages were received by most operators.

RICHARD E. KNOX,  
1st Lt., AC,  
Communications Officer.

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

AFPO 634  
29 May, 1943.

SUBJECT: Group Engineering Report on Combat Mission of May 29, 1943.

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

1. The following information is submitted concerning combat mission of the 95th Bomb Group (H) of May 29, 1943.
  - a. Twenty (20) B-17F airplanes took-off, one (1) returned to base before completing mission.
  - b. Seventeen (17) completed mission.
  - c. Two (2) did not return.
2. There was one (1) abortive airplane.
  - a. 42-3079 - No. 3 engine leaking oil, engines were operated at 2400 RPM and 40 to 45 in HG. for one hour and 30 minutes.
3. Battle damage is as follows:
  - a. 42-29693 - Right horizontal stabilizer damaged by life raft.
  - b. 42-3213 - Bullet hole right side of fuselage punctured oxygen system.
  - c. 42-29791 - Empty cartridge cases damaged leading edge of ship.
  - d. Hole under side of flap. Flat tire. 42-3091
  - e. 42-29800 - Left stabilizer damaged. Life raft came out.
  - f. 42-29787 - Right elevator damaged by flak.
  - g. 42-29702 - Right stabilizer shot by waist gunner.
  - h. 42-29709 - Tail section knocked off, right waist window damaged by air collision.
  - i. 42-29675 - Bullet hole #2 Supercharger.
  - j. 42-3176 - Right wing damaged by flak.

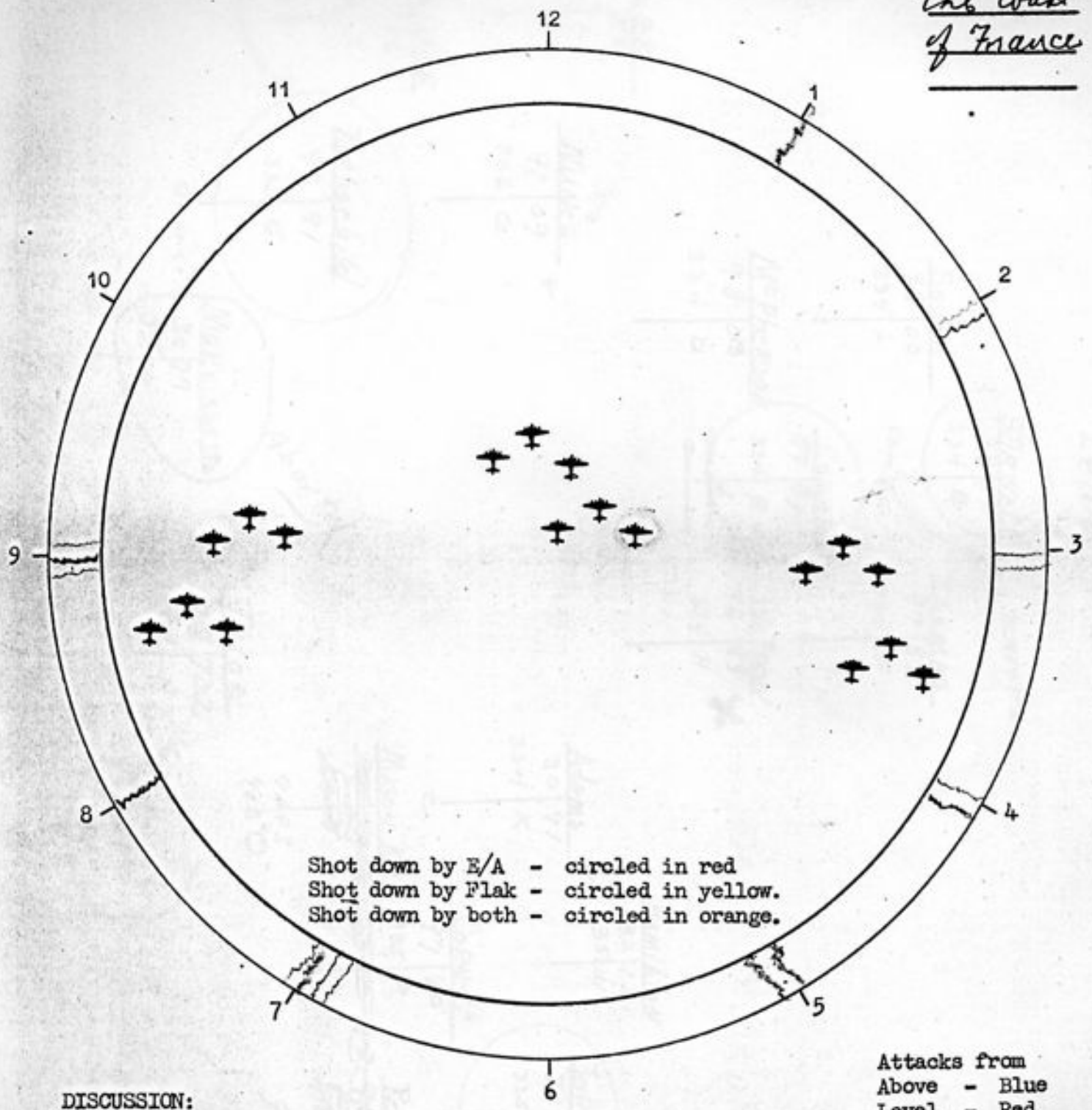
CLARENCE D. FIELDS,  
Major, Air Corps,  
Group Engineering Officer.

TARGET Rennes GROUP 95<sup>W</sup>

DATE 29/5/43

TIME OF ATTACKS 1600 to 1630

VICINITY OF ATTACKS Target to the west of France



DISCUSSION:

4. From 65 to 80 E/A were reported attacking mostly from 4 to 6 o'clock and from 6 to 8 o'clock. There were but few frontal attacks reported. Majority of E/A were FW-190's and ME-109's with probably one JU-88. E/A had yellow, red and white noses. A few were all silver. One ME-109 was all black. Some were reported ~~xxxx~~ having a white belly. A few ME-109's had a yellow strip painted on tails. E/A were reported attacking low aquadron and then coming up to attack us. After attack they would go into roll and dive away. Some E/A flew alongside of us out of range and fired 20 cal. cannon at us. E/A were persistent; pressed home his attack and from all reports excellent fighters. Six E/A were reported destroyed, six probably destroyed and five damaged.

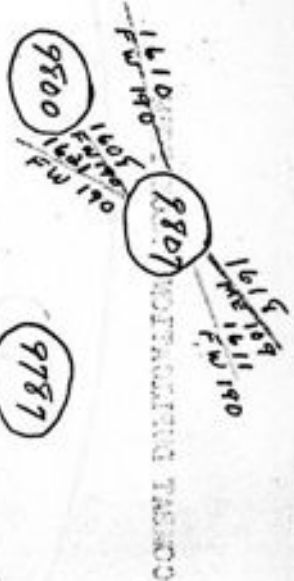
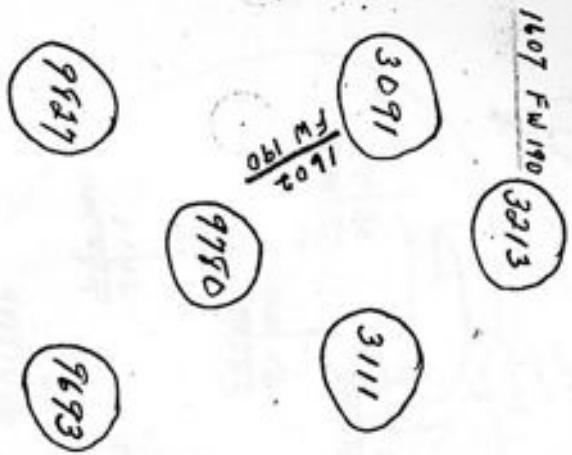
Combat Duplication Chart Form

Thru 95

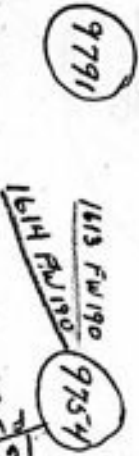
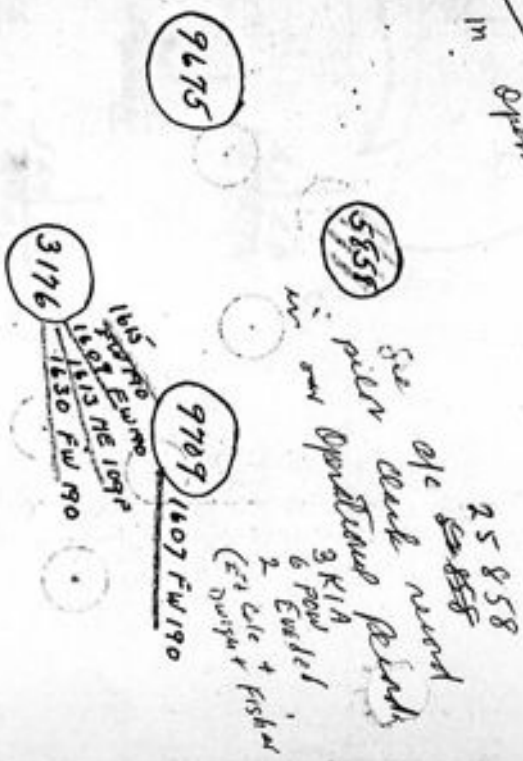
Date 29/5/43

RECEIVED POLITICAL SEC. DIV. DATE 29/5/43  
NOTE: THIS FORM IS TO BE USED FOR THE  
RECORDING OF COMBAT DUPLICATIONS  
ONLY. IT IS NOT TO BE USED FOR  
OTHER PURPOSES.

REPRODUCED AT THE NATIONAL ARCHIVES



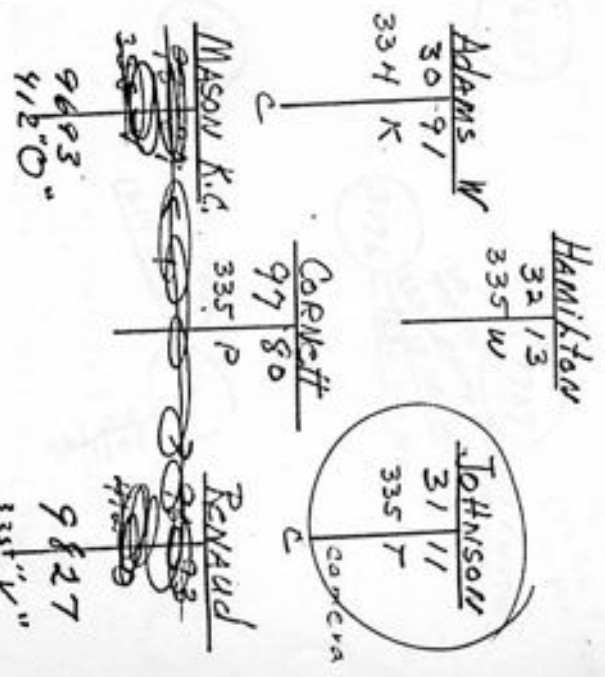
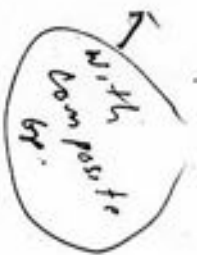
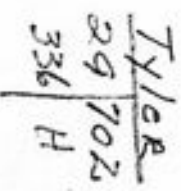
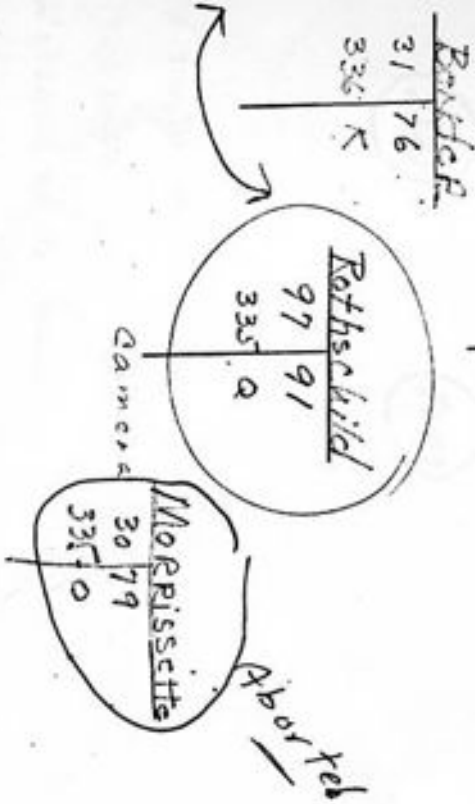
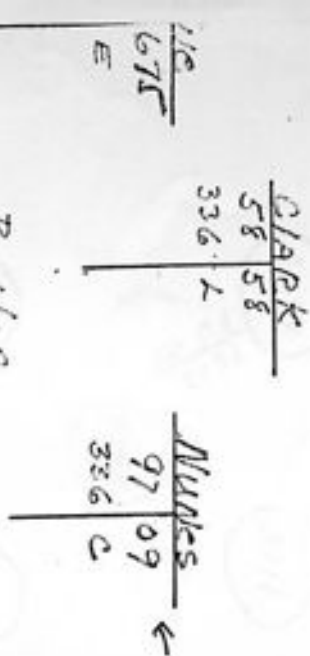
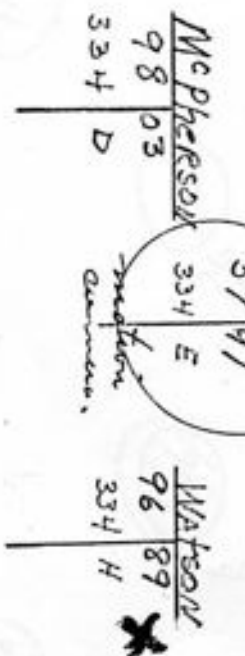
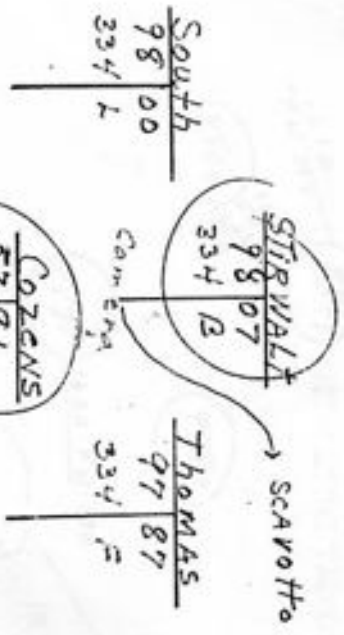
See operations in  
Mc & pond  
25858  
5 POW  
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RECEIVED AT HEADQUARTERS  
DATE 29/5/43  
NOTE: THIS FORM IS TO BE USED FOR THE  
RECORDING OF COMBAT DUPLICATIONS  
ONLY. IT IS NOT TO BE USED FOR  
OTHER PURPOSES.

RECEIVED AT HEADQUARTERS  
DATE 29/5/43  
NOTE: THIS FORM IS TO BE USED FOR THE  
RECORDING OF COMBAT DUPLICATIONS  
ONLY. IT IS NOT TO BE USED FOR  
OTHER PURPOSES.

Lead



WILSON, R.G.  
97 54  
336 B

ROSE  
31 76  
335 K

ROTHSCHILD  
97 91  
335 A

MORRISCHITTE  
30 79  
335 O

MASON K.G.  
96 93  
412 O

CORNETT  
97 80  
335 P

JOHNSON  
31 11  
335 T

RENAUD  
98 27  
335 V

95-2

STIRVALLT  
98/07

SOUTH  
98/00

THOMAS  
97/27

COBBINS  
59/21

WATSON  
98/03

WATSON  
96/59

CLARK  
58/58

NUWEST  
92/09

BENDER  
31/72

NESTOR  
97/54

~~WATSON~~  
Damped

ROTHBILD  
97/91

HARRIS  
90/25

TYLER  
29/22

ADAMS  
30/91

WALLEN  
32/13

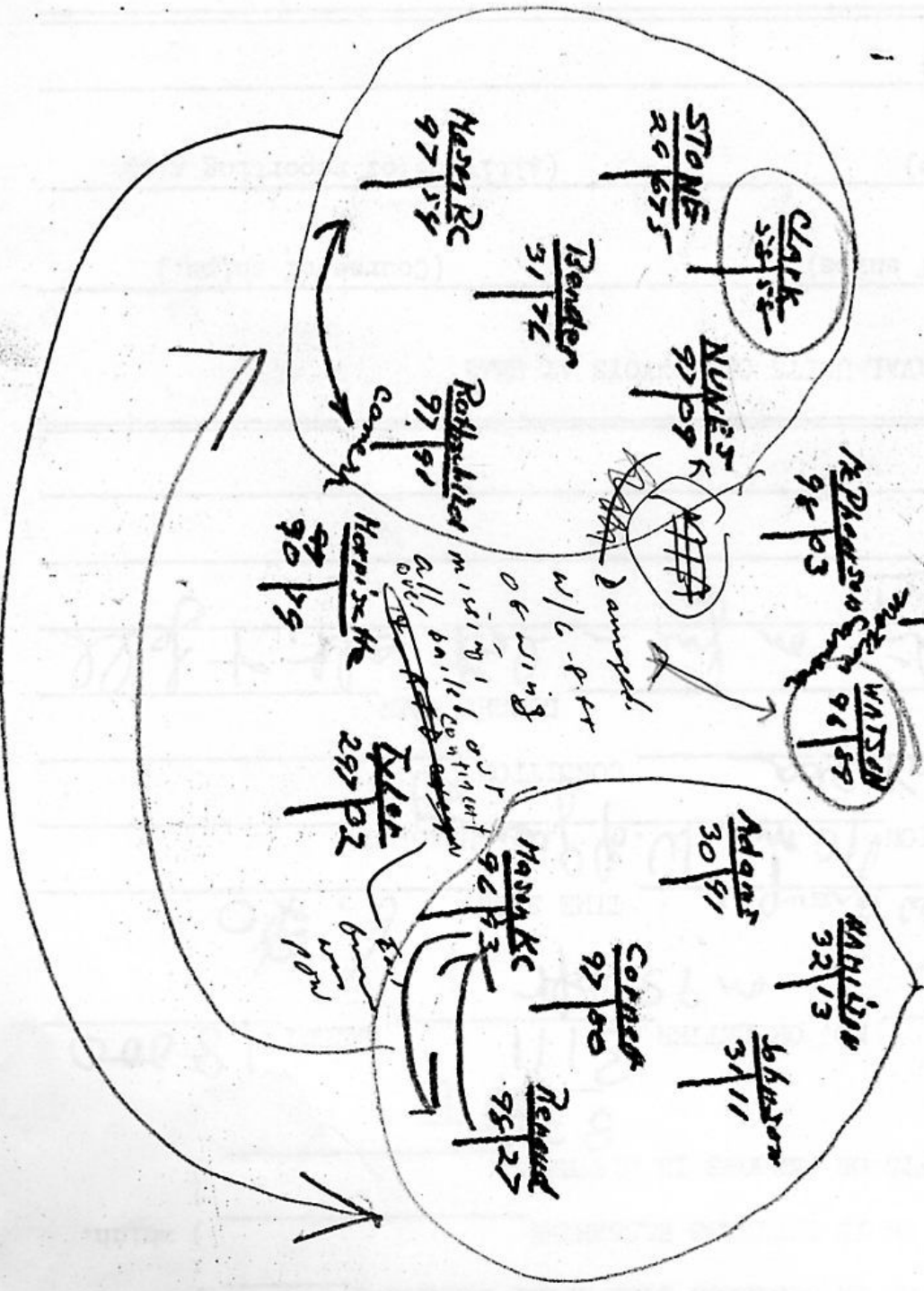
JOHNSON  
31/11

CORNER  
97/00

HASKIN  
96/23

REARD  
98/27

W/C - P.H.T.  
O.C. - J.M.G.  
Damped  
missing  
all built  
containing  
over





HEADQUARTERS NINETY-FIFTH BOMBARDMENT GROUP (H)  
Office of the Group Navigator

May 29, 1943

SUBJECT: Navigational Analysis of Operations by the Ninety-Fifth Bombardment Group on May 29, 1943.

TO: The Ninety-Fifth Group Operations Officer.

1. At 13:23 eighteen planes of the Ninety-Fifth Group passed on course in formation over the base. An analysis of the track followed and the log taken by the lead navigator in the formation are inclosed.

2. The only navigational problem faced by the Ninety-Fifth Group leading the 402 Combat Wing was to effect an interception with the 401 Combat Wing at Splasher beacon #8. In an effort to consume a time margin of five minutes the lead navigator misjudged the time allowance for a 270 degree turn arriving at the rendez-vous point two minutes late. Actual interception was not attained until five minutes prior to crossing into enemy territory. It is advised that the lead navigator allow two minutes for each ninety degrees of turn.

3. No instrument failures were reported. Compasses on the lead ship were swung on the ground by the RAF 86A Master Compass, with stress placed upon the pilot's B-16 compass. The deviation excited by ammunition located in the nose of the ship is so erratic as to definitely question the reliability of the Aperiodic compass employed by the navigator.

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

**HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Group Intelligence Officer**

**APC 634  
30 May 1943**

**SUBJECT: Group S-2 Report on Combat Mission of May 29, 1943.**

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

1. Twenty(20) A/C of the 95th Group took off at 1305 29 May to attack naval stores at Rennes, France. Two of the twenty joined the composite Group, one returning early, the second failing to bomb. All others bombed the target.

2. From 65 to 80 E/A were reported attacking, mostly from 4 to 6 o'clock and from 6 to 8 o'clock. There were but few frontal attacks reported. Majority of E/A were FW-109's, with probably one JU-88. E/A had yellow, red and white noses. A few were all silver. One ME-109 was all black. Some were reported having a white belly. A few ME-109's had a yellow strip painted on tails. E/A were reported attacking low squadron and then coming up to attack us. After attack they would go into roll and dive away. Some E/A flew alongside of us out of range and fired 20 Cal. cannon at us. E/A were persistent, pressed home his attack and from all reports excellent fighters. Six E/A were reported destroyed, six probably destroyed and five damaged.

3. Slight bursts of flak were noticed on entering and leaving French coast. It was more intense between target and rally point. Inaccurate for altitude and deflection.

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

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

APO 634,  
29 May, 1943.

SUBJECT: S-3 Narrative report on the combat mission of 29 May, 1943.

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

1. As requested by Commanding Officer 95th Bombardment Group, the following S-3 narrative report is hereby submitted:

1305 Take-off.  
1317 Group rendezvous at 3000'.  
1324 Departed Alconbury at 3000' climbing.  
1335 Broken clouds Base 6000' tops 9000' no trouble.  
1338 Another Group at 8500' Course Est. 40°.  
1345 Ipswich at 10,000'- Group sighted at 10,000.  
1351 Departed Ipswich with Comp Group intact.  
1405 Comp Group considerable distance back.  
1412 Started 3 turns to let Comp Group come up.  
1431 Started 270° to lose 04" at Splasher 8.  
1425.5 Departed Splasher 8 at 19,500' climbing.  
1432 Spotted two Groups ahead Est. 20,000 and 21,000'.  
1436 One aircraft aborted from lead group.  
1445 At #11 Splasher.  
1452 Started to fly 260° for collision course and to get out of cloud layer at 24,000'.  
1538 Eight F-47s high on left.  
1545 One abortion from Comp Group.  
1559 IP.  
1604 Target.  
1610 One B-17 96th Group hit.  
1612 Same B-17 down under control.  
1616 One B-17 down out of control.  
1623 One B-17 pulled up from our Group scattering High Squadron. He climbed rapidly from us and stalled, then dived straight down pulling up in a steep climb and finally looping. One fighter on him - One more same thing.  
1634 One B-17 going down 30° glide course 10°.  
1645 One B-17 low and away behind all formations.  
1649 Spitfires sighted to right and above.

Flak After target and over coast on the way out.

Many Fighters - Estimated 60.

JOHN H. GIBSON,  
Lt Col., Air Corps,  
Air Executive.

*21 June*

IMMEDIATE PRIORITY.

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delays in procuring or transmitting it can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY  ) Check
- FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE \_\_\_\_\_ ) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ )

OBSERVING AIRCRAFT:

GROUP 95 NO. OR LETTER E HEIGHT 24000

AIRCRAFT IN DISTRESS:-

NO. OR LETTER 808 B-7 TIME SEEN 1624

APPROXIMATE POSITION 48°57'N, 2°28'W HEADING North slightly W

HEIGHT 23,800 CONDITION On fire near cockpit

PARACHUTES SEEN 5 DINGHY SEEN \_\_\_\_\_

ANY OTHER REMARKS \_\_\_\_\_

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

(Number and type of ships) \_\_\_\_\_ (Course of ships.) \_\_\_\_\_

(Time seen) (Place) \_\_\_\_\_ (Altitude of reporting A/C) \_\_\_\_\_

(Other information) \_\_\_\_\_

3. OTHER HOT NEWS: \_\_\_\_\_

9 May 30 6:35 Initials of Interrogating Officer DWT

Phoned to Wing by DWR Time 1845

IMMEDIATE PRIORITY.

REPRODUCED AT THE NATIONAL ARCHIVES

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delays in procuring or transmitting it can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY  ) Check
- FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE \_\_\_\_\_ ) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ )

OBSERVING AIRCRAFT:-

GROUP 95 NO. OR LETTER H- HEIGHT 2000'

AIRCRAFT IN DISTRESS:-

NO. OR LETTER ? TIME SEEN 1618

APPROXIMATE POSITION Mr. P. Khan HEADING 350°

HEIGHT \_\_\_\_\_ CONDITION Smoking going down.

PARACHUTES SEEN 0 DINGHY SEEN include spiral -

ANY OTHER REMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

(Number and type of ships) \_\_\_\_\_ (Course of ships.) \_\_\_\_\_

(Time seen) (Place) \_\_\_\_\_ (Altitude of reporting A/C) \_\_\_\_\_

(Other information) \_\_\_\_\_

3. OTHER HOT NEWS: \_\_\_\_\_

29/5/43 1631 Initials of Interrogating Officer DMW.  
(Date) (Time)

Phoned to Wing by EUR Time \_\_\_\_\_

IMMEDIATE PRIORITY.

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delays in procuring or transmitting it can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY \_\_\_\_\_ ) Check
- FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE \_\_\_\_\_ ) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ )

OBSERVING AIRCRAFT:-

GROUP 95 NO. OR LETTER ✓ 335088. HEIGHT 10000'

AIRCRAFT IN DISTRESS:-

NO. OR LETTER ? TIME SEEN 1655  
 APPROXIMATE POSITION Behind us - 5460' clock HEADING ~~465~~ 345°  
 HEIGHT Obvious ship 10,000 CONDITION evidently out of control  
Saw him hit water Credit make formation  
 PARACHUTES SEEN None DINGHY SEEN None on water

ANY OTHER REMARKS 20 min. from English Coast -

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

(Number and type of ships) \_\_\_\_\_ (Course of ships.) \_\_\_\_\_  
 (Time seen) (Place) \_\_\_\_\_ (Altitude of reporting A/C) \_\_\_\_\_  
 (Other information) \_\_\_\_\_

3. OTHER HOT NEWS:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(Date) \_\_\_\_\_ (Time) \_\_\_\_\_ Initials of Interrogating Officer 788

Phoned to Wing by SWR Time 1836

Officer at Wing. No delays in procuring or transmitting it can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY \_\_\_\_\_ ) Check
- FRIENDLY A/C DOWN OR IN DISTRESS ELSEWHERE \_\_\_\_\_ ) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ )

OBSERVING AIRCRAFT:-

GROUP \_\_\_\_\_ NO. OR LETTER \_\_\_\_\_ HEIGHT \_\_\_\_\_

AIRCRAFT IN DISTRESS:-

NO. OR LETTER \_\_\_\_\_ TIME SEEN \_\_\_\_\_

APPROXIMATE POSITION \_\_\_\_\_ HEADING \_\_\_\_\_

HEIGHT \_\_\_\_\_ CONDITION \_\_\_\_\_

PARACHUTES SEEN \_\_\_\_\_ DINGHY SEEN \_\_\_\_\_

ANY OTHER REMARKS \_\_\_\_\_

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

800 334L

~~6~~ ships five miles north of Jersey -  
(Number and type of ships) (Course of ships.)

1 battleship - 2 destroyers and 3 at other -  
(Time seen) (Place) (Altitude of reporting A/C)

going south west - 15.35

(Other information)

3. OTHER HOT NEWS: \_\_\_\_\_

Initials of Interrogating Officer \_\_\_\_\_

(Date) \_\_\_\_\_ (Time) \_\_\_\_\_

Phoned to Wing by \_\_\_\_\_

*G. H. Pines*  
*WR*

Time 18.55

STATION

*Lux Soap*

FORM 3

BOMBING MISSIONS

DATE *May 21*

SQUADRONS.

| Aircraft<br>Let        | No.         | CAPTAIN                             | TARGET | TIME OFF<br>EST | ACT. | COAST<br>OUT | OVER T. REET<br>EST | ACT. | COAST<br>IN | EST | BASE<br>ACT | CAMERA | PETROL | BOMBS | REMARKS |
|------------------------|-------------|-------------------------------------|--------|-----------------|------|--------------|---------------------|------|-------------|-----|-------------|--------|--------|-------|---------|
| <i>B</i> <sup>33</sup> | <i>9807</i> | <i>Stewart</i>                      |        | <i>1304 1/2</i> |      |              |                     |      |             |     | <i>1826</i> |        |        |       |         |
| <i>F</i> <sup>33</sup> | <i>9787</i> | <i>Thomas</i><br><i>May. during</i> |        | <i>1305</i>     |      |              |                     |      |             |     | <i>1812</i> |        |        |       |         |
| <i>L</i> <sup>33</sup> | <i>9800</i> | <i>South</i>                        |        | <i>1305 1/2</i> |      |              |                     |      |             |     | <i>1820</i> |        |        |       |         |
| <i>E</i> <sup>33</sup> | <i>5791</i> | <i>Cozens</i>                       |        | <i>1312 1/2</i> |      |              |                     |      |             |     | <i>1808</i> |        |        |       |         |
| <i>H</i> <sup>33</sup> | <i>9689</i> | <i>Watson</i>                       |        | <i>1306</i>     |      |              |                     |      |             |     | <i>1809</i> |        |        |       |         |
| <i>D</i> <sup>33</sup> | <i>9803</i> | <i>McPherson</i>                    |        | <i>1306 1/2</i> |      |              |                     |      |             |     | <i>1825</i> |        |        |       |         |
| <i>W</i> <sup>33</sup> | <i>3213</i> | <i>Hamilton</i>                     |        | <i>1306 1/2</i> |      |              |                     |      |             |     | <i>1824</i> |        |        |       |         |
| <i>T</i> <sup>33</sup> | <i>3111</i> | <i>Johnson</i>                      |        | <i>1307</i>     |      |              |                     |      |             |     | <i>1812</i> |        |        |       |         |
| <i>K</i> <sup>33</sup> | <i>3091</i> | <i>Adams, W</i>                     |        | <i>1307 1/2</i> |      |              |                     |      |             |     | <i>1908</i> |        |        |       |         |
| <i>P</i> <sup>33</sup> | <i>9780</i> | <i>Cornett</i>                      |        | <i>1308</i>     |      |              |                     |      |             |     | <i>1825</i> |        |        |       |         |
| <i>O</i> <sup>33</sup> | <i>9693</i> | <i>Mason, K.C.</i><br><i>Renaud</i> |        | <i>1309</i>     |      |              |                     |      |             |     | <i>1808</i> |        |        |       |         |
| <i>V</i> <sup>33</sup> | <i>9827</i> | <i>Mason, K.C.</i><br><i>Clark</i>  |        | <i>1305 1/2</i> |      |              |                     |      |             |     | <i>1821</i> |        |        |       |         |
| <i>L</i> <sup>33</sup> | <i>5858</i> | <i>Clark</i>                        |        | <i>1309 1/2</i> |      |              |                     |      |             |     | <i>1810</i> |        |        |       |         |
| <i>C</i> <sup>33</sup> | <i>9709</i> | <i>Nunes</i>                        |        | <i>1310 1/2</i> |      |              |                     |      |             |     | <i>1810</i> |        |        |       |         |
| <i>E</i> <sup>33</sup> | <i>9675</i> | <i>Stone</i>                        |        | <i>1310</i>     |      |              |                     |      |             |     |             |        |        |       |         |



STATION \_\_\_\_\_

DATE May 29 G M I S S I O N S

| Aircraft<br>Let No.     | CAPTAIN     | TARGET | TIME OFF<br>EST    | ACT. | COAST<br>OUT | OVER<br>EST | TARGET<br>ACT. | COAST<br>IN | BASE<br>EST     | ACT. | CAMERA |
|-------------------------|-------------|--------|--------------------|------|--------------|-------------|----------------|-------------|-----------------|------|--------|
| K <sub>36</sub><br>3176 | Bender      |        | 1311               |      |              |             |                |             | 1811            |      |        |
| Q <sub>35</sub><br>9791 | Rothschild  |        | 1311 $\frac{3}{4}$ |      |              |             |                |             | 1808            |      |        |
| B <sub>36</sub><br>9754 | Mason, R.C. |        | 1311 $\frac{1}{2}$ |      |              |             |                |             | 1810            |      |        |
| Q <sub>35</sub><br>3079 | Morissette  |        | 1255               |      |              |             |                |             | <del>1818</del> |      |        |
| H <sub>36</sub><br>9702 | Tyler       |        | 1255               |      |              |             |                |             | 1825            |      |        |

Col. Mason wants to know why Morissette & Tyler were off base.  
Group formed at 1320.

Bombs on target 15  
Bombs jettisoned #  
Returned 21 30 # 20

REPRODUCED AT THE NATIONAL ARCHIVES

TELEPHONE REPORT

1. Name of primary target Rennes Number A/C attacking 18
2. Name of secondary target None Number A/C attacking 0
3. Name of L.R. target None Number A/C attacking 0
4. Target of opportunity None Number A/C attacking 0
5. Units participating 334-335-336-412
6. Number of A/C taking off 18 - 2 Comp. Group
7. Number of A/C returning early 0 - 1 - Comp. Group
8. Number of A/C lost or missing as far as known 2
9. Results of bombing: good....fair....poor....nil. Slight
10. Number of casualties: killed \_\_\_; wounded 1; missing 22
11. Enemy air opposition: considerable....moderate....slight....nil....
12. Flak: intense....moderate....slight....nil....
13. Observed fighter support: good going in to target - P 47's  
didn't pick up Spite until near Isle of Guernsey out.
14. Weather as it affected the mission: Weather good - visibility  
over target good.
15. Flash observations of outstanding importance: one of our B-17's  
apparently hit and out of control just after  
leaving target hit second B 17 both going  
down. Third B 17 hit in tail returned.

Telephoned to Lt Barry - 1st Lt by F J D  
Time 2125 date 29-5-43

aborted: Lt Moussette - 48040' N 2° 30' W  
group failed to maintain defensive formation.  
Missing: Clark - 858 - L - 336 lbs.  
Uttem - 9689 - H - 334 lbs.

TELETYPE REPORT  
95th Bomb. Group*Mission No. 1**Rennes**May 29, 1943*

## ( A ) Narrative

1. Twenty A/C of the 95th Group took off beginning at 1305 29 May to attack Naval Stores at Rennes, France. Two of the twenty joined the composite Group, one returning early, the second failing to bomb. All others bombed the target.

Flak was slight.

Enemy aircraft were estimated from 65 to 80 and were very aggressive.

Friendly fighters - P-47's gave good cover going into target. Cover on return by Spitfires observed on approach to Isle of Guernsey. Too Late to be effective.

Two B-17's failed to return. One observed at 1623 hit and out of control, in steep dive, pulled up through our high squadron striking another B-17 in tail. Latter seen going down in 30 degree descent under partial control. Former last observed in steep dive at 16000 feet with ME-109 attacking tail. A third B-17 believed also hit by first lost number nine section of fuselage. Tail gunner seen to bail out. Some reports of air bombing.

2. Formation excellent to I. P. Bombing results of lead squadron appear to have been fair to good. High Squadron reported poor to fair bombing results, it appearing to have passed to East of target area. The low squadron reported generally good bombing.

*95 NARR*

3. One A/C 858-L--336th Squadron turned back from 48 degrees 40' N 2 degrees 30' W returning to base at 1718. Reason given failure of composite Group to effect formation.

4. From 65 to 80 E/A were reported attacking mostly from 4 to 6 o'clock and from 6 to 8 o'clock. There were but few frontal attacks reported. Majority of E/A were FW-190's and ME-109's with probably one JU-88. E/A had yellow, red and white noses. A few were all silver. One ME-109 was all black. Some were reported ~~xxxx~~ having a white belly. A few ME-109's had a yellow strip painted on tails. E/A were reported attacking low aquadron and then coming up to attack us. After attack thay would go into roll and dive away. Some E/A flew alongside of us out of range and fired 20 cal. cannon at us. E/A were persistant; pressed home his attack and from all reports excellent fighters. Six E/A were reported destroyed, six probably destroyed and five damaged.

5. Slight bursts of Flak were noticed on entering and leaving French Coast. It was more intense between target and Rally Point. Inaccurate for altitude and deflection.

6. Other than two B-17's of this Group reported down at 1623 in paragraph 1, one B-17 flying in number 3 position, low squadron, second flight seen to be hit at 1610 was reported at 1612 going down under control with number 2 engine out, number 3 smoking; a second B-17 reported going down smoking out of control at 1616; a third reported at 1645 half way between French Coast and Guernsey nearly on water.

7. None.

8. Only items of military significance noted were verification of effective camouflage of target in checkered pattern of small houses and (2) location of large airdrome outside town of Lambelle approximately 48 degrees 34' N 2 degrees 35' W