

HEADQUARTERS
NINETY-FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER
APO634

29 June 1943

SUBJECT: Anti-Aircraft Report.

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

1. Route followed into target: Bolbec, Berney, La Ferte Bernard, Target.
Route out: Loue, Argentan, Cabourg.

2. Visibility at target was good, but clouds between I.P. and target made it hard to find aiming point.

3. 21 A/C flew at 21,000 feet over the target.

4. The general axis of attack was 255° Mag.

5. a 60 second run was made on target before bombing.

6. After bombing a gradual 20° turn to the right was made.

7. The 95th Group was the leader of the four groups bombing the target. It was 1,000 feet above the group following it.

8. AA fire was not encountered till A/C were leaving the French coast at 13,000 feet where they received meager, heavy AA fire from Le Havre. It was accurate as to height, but to the right of formation. Continuous following suggested as type of fire control.

9. No AA fire encountered over areas which have defenses indicated on AA maps.

For the Commanding Officer

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

HEADQUARTERS
 NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF ARMAMENT OFFICER
 APO 634

29 June 1943

SUBJECT: Mission Expenditure report for 29 June 1943.

TO : Commanding General Fourth Bombardment Wing APO 634.

1. Following is the expenditure report for 29 June 1943.

a. Station AAF 119
 b. Unit 95th Bombardment Group (H)
 c. Type of ammunition Cal. AP, I&T
 d. Gun location and No. of guns

42 Lower Turret guns	865
42 Upper Turret guns	1050
21 Right Waist guns	520
21 Left Waist guns	520
21 Radio guns	425
21 Left Nose guns	635
21 Right Nose guns	395
21 Center Nose guns	410
42 Tail guns	820

e. Total number of guns 252
 f. Total number of rounds fired 5,640
 g. Demolition bombs, number and size 210-500 lb.
 general purpose bombs.

For the Commanding Officer:

LEONARD F. DAWSON
 1st Lt., Air Corps
 Armament Officer,

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 634

29 June 1943.

SUBJECT: Base Engineering Report on Combat Mission of June 29, 1943.

TO : COMMANDING GENERAL, Fourth Bombardment Wing, APO 634.
COMMANDING OFFICER, 95th Bombardment Group (H).

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H).
 - a. Twenty-one (21) B-17F airplanes took-off.
 - b. Twenty-one (21) aircraft completed mission.
2. There were no abortive airplanes.
3. Battle damage is as follows:
 - a. None.

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

BOMBARDIER'S LOG

Target: LE HAVRE Elevation: 375 Take-Off: 1205
 Date: 6-23-43 Escort: Light sqdns. of Spitfires 53 for withdrawal.

Description and Remarks:

No flak except light inaccurate flak on leaving coast of France. Saw seven fighters (enemy) on way in. Cloud over. Haze on run. Results inaccurate.

* Pressure Altitude of Target	<u>-375</u>	Type & Size of Bombs	<u>G.P. 500 lb., AN M 43</u>
* Altimeter Setting	<u>30.31</u>	** No. of Bombs Loaded	<u>10</u>
* Ind. Altitude	<u>21,000</u>	** Initial Point	<u>Bernard</u>
* True Altitude above Target	<u>21,700</u>	x Length of Run	<u>40 sec.</u>
x Air Speed (MPH)	CIAS <u>155</u> TAS <u>220</u>	* Mag. Head. Ordered	<u>243</u>
* Ground Speed	* Est. <u>263</u> ** Actual <u>245</u>	x Time of Release	<u>2001</u>
Drift	<u>plus 5</u>	** Type of Train	<u>Salvo</u>
* Actual Range	<u>645</u>	x Point of impact (if seen)	<u>off target</u>
x Tan. Drop Angle	* Est. <u>64</u> x Actual <u>49</u>	** Airplane Type	<u>B-17E</u>
x Disc Speed	<u>137.3</u>	** Pilot	<u>Hamilton, C.B. Capt., AG.</u>
** Actual Time of Fall	** B.S. Type and No.	** Navigator	<u>Lawson, I. 1st Lt., AG.</u>
		** Bombardier	<u>Jones, V.W. 1st Lt., AG.</u>

Height	Wind Direction		Wind Velocity		Temp. Forecast	Temp. Actual	Remarks:
	*Est.	xActual	*Est.	xActual	*	x	
1000							
3000							
6000							
10000	20	30	35	35	-5	-5	
15000	20	30	35	35	-10	-10	
20000							
22000							
21500	10	10	50	50	-24	-24	
26000							
30000							

* Fill in before take-off. ** Fill in after landing. x Fill in during flight.

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

Cop + Probet

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

Bomber Command Narrative of Operations
Day Operation - 29 June 1943
Mission No. 70

TARGETS: Le Mans: Gnome and Rhone Aero Engine
Works and other targets in Northern France

232 B-17s were dispatched to attack targets in Northern France. Because of adverse weather conditions, 156 B-17s returned without bombing. 74 B-17s dropped 726 x 500 GP on the Gnome and Rhone Aero Engine Works at Le Mans, while 2 B-17s dropped 20 x 500 GP on the Marshalling Yards. Bombing was generally poor. Fighter support was furnished by 3 Squadrons of P-47s and 17 Squadrons of Spitfires. Weak enemy fighter opposition was encountered by the main effort of 1st Wing. All B-17s returned safely and claims against E/A are 0 - 3 - 3.

Unit		Number of <u>A/C</u>				Claims	Personnel Casualties		
		(Dispatched)	(Attacking)	Abortive	Lost		(Killed)	Wounded	Miss- ing)
1ST WING	Primary Effort			A.	B.				
92	14 ^x	0	4 ^y	10	0	0-1-2	0	0	0
303	19	0	0	19	0	0-0-0	0	0	0
305	20	0	4	16	0	0-0-0	0	0	0
306	21	0	1	20	0	0-2-1	0	0	0
379	16	0	1	15	0	0-0-0	0	0	0
384	18	0	3	15	0	0-0-0	0	0	0
	108	0	13	95	0	0-3-3	0	0	0
1ST WING	Secondary Effort								
91	19	0	0	19	0	0-0-0	0	0	0
351	7	0	0	7	0	0-0-0	0	0	0
381	14	0	2	12	0	0-0-0	0	0	0
	40	0	2	38	0	0-0-0	0	0	0
4TH WING									
94	21	16	5	0	0	0-0-0	0	0	0
95	21	21	0	0	0	0-0-0	0	0	0
96	21	20	1	0	0	0-0-0	0	0	0
100	21	19	1	1	0	0-0-0	0	0	0
	84	76	7	1	0	0-0-0	0	0	0
<u>TOTALS:</u>	<u>232</u>	<u>76</u>	<u>22</u>	<u>134</u>	<u>0</u>	<u>0-3-3</u>	<u>0</u>	<u>0</u>	<u>0</u>

- x Includes 2 YB-40s + Abortive A. - Mechanical, equipment or personnel failures
- y " 1 YB-40 B. - Weather, recall, spares or enemy action.

BOMBING RESULTS: 1st Wing: No bombs were dropped.

4th Wing: 74 B-17s dropped 726 x 500 GP, fused 1/10 sec. nose, 1/40 sec. tail from 19,000 - 22,500 ft. on the Gnome and Rhone Engine Works at Le Mans, between 1959 and 2003 hours. The majority of the bombs fell in five concentrations east and south of the target doing little or no damage. A few hits were scored on subsidiary buildings and adjacent railways. 2 B-17s dropped 20 x 500 GP fused same as above, on the Marshalling Yards at Le Mans with unknown results.

REASONS FOR FAILURE TO BOMB: 1st Wing - 148 a/c failed to bomb: 133 because of adverse weather, 15 a/c because of mechanical or equipment failures.

4th Wing - 7 a/c failed to bomb because of mechanical or equipment failures and 1 a/c because it was out of position when over the target.

ENCOUNTERS: 1st Wing - Weak fighter opposition was encountered just after leaving the target area and on route out past the French Coast. A few vigorous attacks by 75-100 E/A were reported by one Group. These attacks were mostly from the rear, 5 to 7 o'clock, and high. They came in singly with a few attacks of 4 abreast. E/A consisted mainly of FW-190s, a few ME-109s and 1 ME-110. The FW-190s were a bluish-grey with yellow nose and tail, some with silver fuselage, some camouflaged brown and green and one had a red ball on the left wing similar to Jap marking.

4th Wing:- There were no encounters reported, though approximately 20 e/a believed to be FW-190s were seen at a distance.

FLAK: 1st Wing - Moderate flak was observed at Dieppe, accurate for altitude, inaccurate for deflection. Moderate to intense flak was reported at Le Treport, 8 miles east of Fecamp and meagre flak at the following: Rouen, Neufchatel, Longueville, Forges, 5 miles S. of Courmay, Bolbec, Chaumont, Paris area, Argveil, Anvers and over the target.

4th Wing - Moderate fire was observed in vicinity of Le Havre, probably directed at fighter escort.

CASUALTIES - Personnel 1st Wing: None

4th Wing: None

Equipment 1st Wing: None

4th Wing: None

Estimated Battle Damage: 1st Wing - 11 category "A", 3 category "C"

4th Wing - None

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

FIGHTER SUPPORT: 8 Squadrons of P-47s furnished withdrawal cover for the 1st Wing primary effort. 3 E/A attacked this force of which two were destroyed, without loss to the fighter cover. 17 Squadrons of Spitfires furnished withdrawal support for the secondary effort of 1st Wing and 4th Wing without incidence. 1 Spitfire is missing (not from enemy action) - pilot is safe.

ORDERED ROUTE: 1st Wing Primary Effort : Beachy Head, to Bolbec, to target, to Gisore, to Hastings, to Bases.

Secondary Effort: Beachy Head to 10 miles N. of St. Valery, to target, to Fecamp to Beachy Head to Bases.

4th Wing: Beachy Head, to Bolbec, to target, to Argentan, to Beachy Head, to Bases.

WEATHER: Route Out: Both Wings report that there was area of about 3-5/10 coverage of stratocumulus in vicinity of 1st Wing Bases and Peterborough, with bases at 2500 to 3000 feet, and tops variable from 4-8000 ft. To East of this area and to south the coverage was much increased and to West decreased to very small amounts. Over Southern England, the Eastern portion 6/10 to occasionally overcast of stratocumulus with base estimated at 3000 feet and tops 6-8000 ft. The Western portion had 5/10 of stratus with smooth tops estimated at 7-8000 ft. Visibility over England, 6-10 miles. English Channel: On all routes taken, cloudiness decreased to 3-4/10 strato-cumulus in North portion of channel and almost clear in South portion. Visibility 20 miles. French Coast to Primary (1st Wing): Overcast of stratocumulus commenced again about 10 miles inland and extended inland to well past target with tops at 6-7000 ft. Crews could see end of cloud coverage to South and West....distance estimated at 40 miles. Visibility 10-15 miles. French Coast to Diversion (1st Wing): Same as above. Overcast cleared about 20-30 miles South of Target. Visibility 6-8 miles. French Coast to Primary (4th Wing): Overcast over France same as above, but broke out almost clear with only 1-2/10 stratocumulus, just before Initial Point to Target areas and South. Visibility 20-30 miles. Target: 1st Wing Primary was overcast with stratocumulus, visibility 15 miles and better. 1st Wing Diversion was overcast with stratocumulus, visibility 5-8 miles. 4th wing Primary had 1-2/10 stratocumulus, no vertical development. Visibility 20-30 miles. Return Route: essentially the same as route out.

OBSERVATIONS: 1st Wing - Air-to-air bombing was reported on 3 occasions, 3 E/A about 4500 feet above formation dropped bombs which burst about 200 feet above and 500 yards off in deflection. A smoke screen was observed at Le Havre.

4th Wing - Extensive new construction was observed South of Gnome and Rhone factory. 20-30 unidentified E/A were observed on the M/D at La. Forte Bernard.

PILOT 1st Lt. R.E. SNOW JR. NAVIGATOR 2nd Lt. WARREN D. ROTH

DATE 6/28/43

TO:	1705
LEAVE BASE:	1736
COAST OUT:	1915
ENEMY COAST:	1931
I.P.:	1955
TARGET:	2006
ENEMY COAST:	2040

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A.M.	P.M.

WATCH FAST SLOW RATE SECS GAINING PER HOUR LOSING

FROM	W/V USED	HEIGHT	IAS MPH	TAS (K)	COU-RSE	DRI-FT.	TRUE HDNG	VAR.	MAG. HDNG	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI
BASE	150/	*15	155	140	289	*11	300	*10	310	138	57	25	1801	CLIMB TO 12,000 CIRCL'S LEAVE 1836
PETERBORO	182,000													
"	20/	-6	150	170	192	-1	191	*10	201	200	76	23*1	1900	
SPL 10	30/	16,000	160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/	21,000												
SPL 9	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
BEACHY HD.	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
BOJBOC	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
BERRY	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
BERNARD TD	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
TARGET	35/		160	198	149	-8	141	*10	151	219	30	8	1908	
"	20/													
LOVEY	35/	20,000	160	194	270	*10	288	*10	298	199	14	4*2	2111	
"	20/	-15												
ARGENTA	30/	16,000	170	194	006	*3	009	*10	019	170	46	16	2027	
"	20/	-8												
"	30/	15,000	160	173	353	*5	358	*10	008	152	44	*1 17 1/2	2045	
"	20/	-2												
49° 28' 00" 10N	30/	7,000	170	166	12	*3	015	*10	25	137	77	34	2119	
"	20/	*5												
BEACHY HRA	29/		170	166	12	*3	015	*10	25	137	77	34	2119	
"	15/18	2,000												

FLIGHT PLAN

PILOT 1st Lt. R.E. SNOW JR. NAVIGATOR 2nd Lt. WARREN D. ROTH DATE 6/28/43

TO: 1705
 LEAVE BASE: 1736
 COAST OUT: 1915
 ENEMY COAST: 1931
 I.P.: 1955
 TARGET: 2006
 ENEMY COAST: 2040

SUN	MOON	TWILIGHT
RISES	SETS	A.M. P.M.

WATCH FAST SLOW RATE SECS GAINING PER HOUR - LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH	T.A.S. (K)	COU-RSE	DRI-FT.	TRUE HDNG	VAR. HDNG	MAG. HDNG	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI
BASE PETERORO	150/182	*15 182,000	155	140	289	*11	300	*10	310	138	57	25	1801	CLIMB TO 15,000 CIRCLE LEAVE 1836
" SPL 10	20/30	-6 16,000	150	170	192	-1	191	*10	201	200	76	23*1	1900	
" SPL 9	20/35	21,000	160	198	149	-8	141	*10	151	219	30	8	1908	
" BEACHY HD.	20/35				122	-10	112	*10	122	203	23	7	1915	
" BOLBEC	20/35				172	-4	168	*10	178	229	70	20	1935	
" BERNBY	20/35				170	-5	165	*9 1/2	175	228	29 1/2	8	1943	
" BERNARD TD	20/35				178	-4	174	*9 1/2	184	230	54	14*1	1958	
" TARGET	20/35				230	*5	235	*9 1/2	244 1/2	228	24	6*1	2005	
" LOVEY	20/35	20,000 -15	160	194	270	*10	288	*10	298	199	14	4*2	2111	
" ARGENTA	30/26	16,000 -8	170	194	006	*3	009	*10	019	170	46	16	2027	

SECTION

119

FORM 3

DATE JUNE 29, 1943

SHIP	PILOT	TARGET	TIME OVER		LANDING		REMARKS
			EST. ACFT.	ACT. ACFT.	EST. ACFT.	ACT. ACFT.	
O 0194	HAMILTON		1705		0213	+	
S 0178	KNOWLTON		1706		2212		
V 3263	SNOW		1705+		2214		
W 0218	JOHNSON		1706+		2215		
N 3264	SUNDBERG		1707		2214	+	
R 0105	SARCHET		1707		2215	+	
M 0244	THOMPSON		1710		2218		
G 3277	MAULDIN		1711		2216	+	
F 5893	ROBICHAUD		1710+		2218	+	
D 5882	ROTHSCHILD		1711+		2220		
B 0161	PALMER		1713		2219	+	
E 3283	O'NEAL		1712		2221		
N 0185	EASTLING		1708		2212		
P 3298	MASSER		1709+		2211	+	
V 0255	KRING		1709		2213		
F 0273	COZENS		1713+		2207	+	
H 0135	MORPHERSON		1714		2206		

Lead A/C

13,000

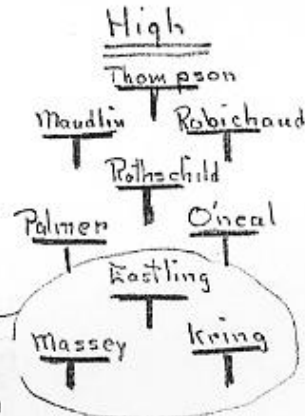
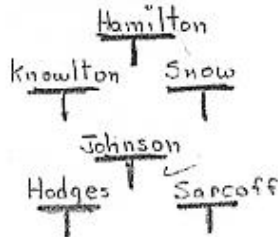
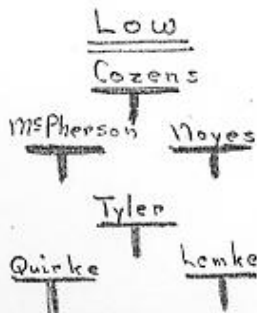
1. (W) Visibility at target: ^{Condensation?} Good at target (Cloud between IP & T)
2. Heading of bomb run: $170^\circ - 180^\circ$ ~~255~~ m
3. Time of bomb run: 1 min
4. Turn after bombing: 90° right
5. Evasive action: None
(L A/C & last A/C)

Continuous Following
Predicted Concentration

1. Planes Abortive ^{none} 1) ----- 2) ----- 3) -----
2. Planes Missing ^{none} 1) ----- 2) ----- 3) -----

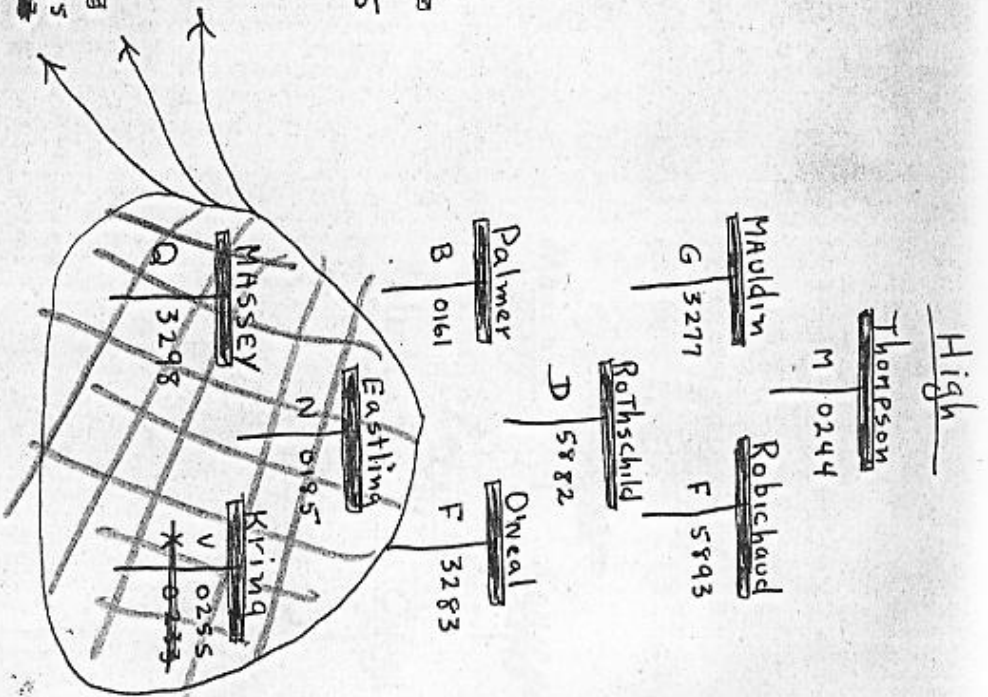
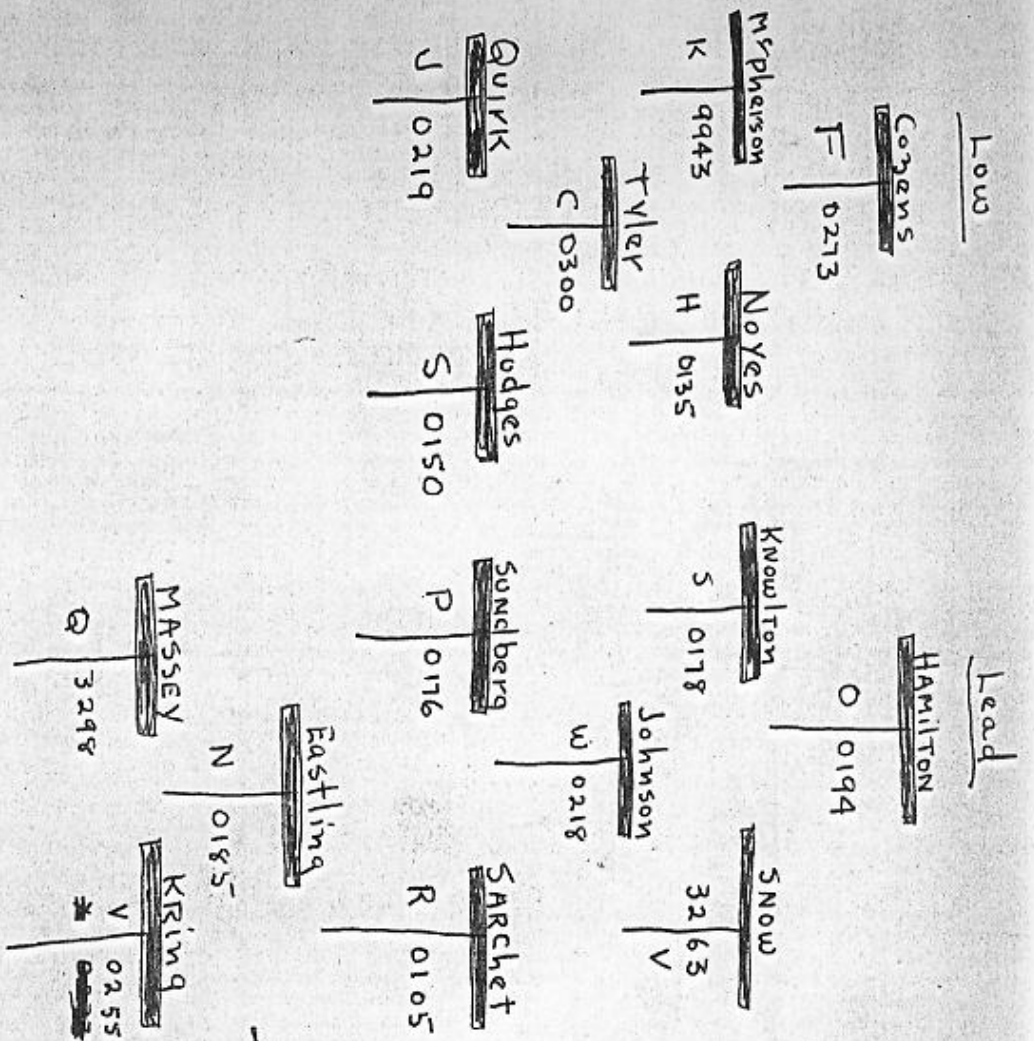
Bomb. Alt 26,000

Lead



- Missing
- Abort.
- Hit

REPRODUCED AT THE NATIONAL ARCHIVES



REPRODUCED AT THE NATIONAL ARCHIVES

Low

COZENS
01773

McPHERSON
01355 (*)

TYLER
08100

NOYES
02179

HODGES
01550

QUIRK
974370

Lead

(CAMERA)
HAMILTON

0194E3
KNOWLTON 3340

SNOW
37123 (*)
3341 V

3341 S
CAMERA

JOHNSON
02178

SUNDBERG
01776

SARGENT
01055

High

THOMPSON
02171

MAULDIN
3177

ROTHCHILD
7142

ONEAL
3188

PALMER
01161

EASTLING
01857

KRINGS
0255

MASSEY
3198

(*) AUTO MATIC CAMERA.
[.] Camera.

5.7.43.

IMMEDIATE INTERPRETATION REPORT NO. K.1601.

Subject to correction and amplification from a more detailed assessment)

Photographs taken by 13 Ph. Squadron on 4.7.43.

Mean time of photography 1630 hrs.

SORTIE: AA/145

Scale: 1/14,700 (F.L.24")

LOCALITY: LE MANS.

DAMAGE ASSESSMENT.

COVER AND QUALITY.

The town, ARMAGE MARSHALLING YARD, AERO-ENGINE FACTORY, and LE MANS/ARMAGE AERODROME are covered on photographs of good quality and adequate scale.

PERIOD UNDER REVIEW.

These photographs were taken after the daylight attacks by bomber aircraft (with fighter support) of U.S.A.A.F. on 29.6.43 & 4.7.43. The last report on damage to LE MANS was No. K.1503 of 14.3.43. No previous report on damage to the aero-engine factory has been issued.

PROVISIONAL STATEMENT OF DAMAGE.

At least four direct hits have been made on the main building (675' x 330') of the AERO-ENGINE FACTORY, SOCIETE DES MOTEURS Gnome et Rhone and camouflage netting on two small buildings to the North has been partly blown off by blast. One crater marks a very near miss on the test-beds just to the South.

In the ARMAGE MARSHALLING YARD, direct hits have been made at the South choke point and immediately next to a signal block. At least four craters are seen on tracks in the Sorting and Forwarding sidings. Ten goods wagons have been destroyed, severely damaged or derailed.

A concentration of more than 100 craters is seen on the LE MANS/ARMAGE AERODROME, including 25 on the main N.E/S.W. runway. Six bombs have fallen in the South dispersal area where a U-shaped A/C shelter (80') has been destroyed and another damaged.

/One crater

SECRET.
Page 2.

One crater is seen in what appears to be a tented encampment West of the target. An additional 100 craters mark bomb falls South and West of the marshalling yard.

One print distributed, 3015 (Neg. No. 27316).

SECRET.
R.A.F. Station,
Nedmanham.
GE/MMcI/B.

DISTRIBUTION No. 24.

H.Q.F.C. 20

E: 158
M: 20
I: 25
203

LE MANS AIRFIELD, D. S. 1. 375.

ATTACK ON LE MANS: Gnome & Rhone Aero Engine Works.

Photographs SAV	94/22	29.6.43	2005 hrs.	1/34,500	(F.L. 8")	25,000'
	94/23	"	"	1/23,200	(F.L. 12")	25,000'
	94/24	"	"	1/34,500	(F.L. 8")	25,000'
	94/25	"	"	1/33,750	"	22,500'
	94/26	"	"	1/34,500	"	25,000'
	94/27	"	2002 hrs.	1/33,750	"	22,500'
	94/28	"	"	1/34,500	"	25,000'
	95/22	"	2000 hrs.	1/34,500	"	21,000'
	95/23	"	2004 hrs.	1/21,000	(F.L. 12")	21,000'
	95/24	"	2003 hrs.	1/37,000	(F.L. 7")	21,000'
	96/11	"	2002 hrs.	1/22,000	(F.L. 12")	22,000'
	96/12	"	"	"	"	"
	96/13	"	"	"	"	"
	100/4	"	1959 hrs.	1/30,000	(F.L. 8")	20,000'

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) These photographs were taken during a daylight attack on the Gnome & Rhone Aero Engine Works at LE MANS by 74 aircraft of U.S.B.C. on 29.6.43.
- (b) The attacking aircraft had fighter support on withdrawal.
- (c) 726 x 500 C.B. bombs were dropped.

(ii) BOMB BURSTS OBSERVED.

The attack developed from the North East and resulted in five concentrations of bursts East and South of the target. Owing to the heavy concentration within each group and the rather strong North wind, which dissipated the smoke caused by the bursts, no accurate count of the bursts within each group can be made. The five groups are as follows:

- (a) At least 22 bursts on the South West corner of LE MANS/ARNEZ field and just off the field to the South West, including 2 or 3 hits on the railway and several bursts among subsidiary buildings Gnome and Rhone Aero Engine Works.
- (b) At least 60 bursts straddling La Sarthe River about three-quarter a mile South West of the Engine Works.
- (c) At least 75 bursts straddling the railway about three quarter mile South of the engine works, including 1 or 2 direct hits on itself.
- (d) At least 65 bursts in a wooded area about 6 miles East of Le Mans.
- (e) At least 65 bursts in wooded and open area about 2 1/2 miles South of the Engine Works.

(iii) LE MANS/ARNEZ Airfield.

No aircraft are visible on photographs of the field taken during attack.

(iv) ANNOTATED PRINTS.

ANNOTATED PRINT NO. 1 (SAV - 94/24-5)

A. At least 22 bursts on the South West corner of Le Mans/Arnez field and just off the field to the South West.

B. At least 52 bursts straddling La Sarthe River South West of the G Rhone Engine Works.

C. At least 58 bursts just East of the railway about three-quarters South of the Engine Works, including 1 or 2 direct hits on the re

ANNOTATED PRINT NO.2 (SAV - 94/24-6)

D. A later stage of C, including at least 51 additional bursts.

ANNOTATED PRINT NO.3 (SAV - 100/4-7)

E. At least 12 late bursts about $1\frac{1}{2}$ miles South West of the Engine W

ANNOTATED PRINT NO.4 (SAV - 95/22-3)

F. At least 65 bursts 6 miles East of Le Mans.

ANNOTATED PRINT NO.5 (SAV - 100/4-12)

G. At least 65 bursts $2\frac{1}{2}$ miles South of the Engine Works.

(v) ADDITIONAL PHOTOGRAPHS.

A supplemental report will be issued if additional photographs of the attack but not yet received, disclose any important results of the not covered by this report.

(vi) DISTRIBUTION OF ANNOTATED PRINTS.

Annotated Print No.1 and an approximate bomb plot will be distributed generally in the immediate future.

SECRET
R.A.F. SECTION, MEDMENHAM.
DNE/GP/C

DISTRIBUTION NO.11.

E: 119 + 20
I: 16
Total: 135

FORM

SECTION 119

DATE _____

TIME _____

1. Total No. A/C in each Sqdn: Letters of each sqdn:
 Sqdn. 334 - A/C: C, F, H, J, K
 Sqdn. 335 - A/C: ~~X~~ N, O, S, V, W
 Sqdn. 336 - A/C: B, C, D, F, G, M, E
 Sqdn. 412 - A/C: N, Q, R, S, V

2. Target: ?

5. Operational call sign of each sqdn:
 Sqdn. 334 Sign W8W Sqdn. 336 Sign 9PY
 Sqdn. 335 Sign W8W Sqdn. 412 Sign 9PY

4. Taxi time 1st A/C 1710 Hrs. T.O. Time 1st A/C 1725 Hrs.
 E. T. D. Over field 1746 Hrs.

5. Time: 1915 Height: 21000 Place of crossing English Coast: Out: Beachy Head

6. Time: _____ Height: 13000 Recrossing enemy coast: Coburg

7. Time: _____ Height: 2000 Place of crossing Coast: Beachy Head In: _____

8. E.T.R. 2200 Hrs.

9. IFF/DF Section "E"

10. Bomb load of each A/C: 10 x 500 1/10 Nose 1/40 Tail
 Squadron: _____ Squadron: _____
 Squadron: _____ Squadron: _____

11. Fuel load of each A/C: 8+ hours

12. COMPOSITE GROUP:
Name -

13. 95TH GROUP: 21 AC
HAMILTON IN 0194 (335-0) Leading.

OFFICE OF THE INTELLIGENCE OFFICER
 USAAF STATION 119

30 June 43.

SUBJECT: Photo Interpretation--LeMans Raid 29 June 43.

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

1. Interpretation of the three photo strips of the raid on the Aircraft Engine Repair Depot at LeMans on 29 June 43 determines the following information:

- A. Bombs fell in a close pattern 7.0 miles (12,480 yds) ENE of the Primary Target, and 10 bombs fell 5.3 miles (9,420 yds) in the same direction. Three farm houses, two secondary roads, and forested and cultivated areas were hit. Light clouds were scattered between the IP and the city of LeMans, but the target area was in the clear. There is no industrial area between the Bomb Release Point and the Primary Target which might be confused with the Target. There is, however, a Dummy Airdrome 9.8 miles (16,900 yds) ENE of the Target which might be confused with the airdrome immediately East of the Target.
- B. There is considerable activity about the Target, but a 4 gun Light AA Battery 480 yds WSW of the Target, and another along the NE edge of the airdrome, are inactive. No aircraft can be seen on the airdrome or in any of the 10 revetments.
- C. A Dummy Airdrome with slit trenches and light AA positions appears in the lower portion of Photo No. 95-23-1. If the runways were operational, they would be T shaped, and N-S 840' x E-W 1,827' in length. The landing area is sparsely covered with scrub growth. No revetments or dispersal areas can be seen, and the perimeter track is unsatisfactory. The entire airdrome is not shown.

For the Intelligence Officer:

ARNO A. KRAUSE
 1st Lt, Air Corps
 Photo Interpreter.

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

APO 634,
30 June, 1943.

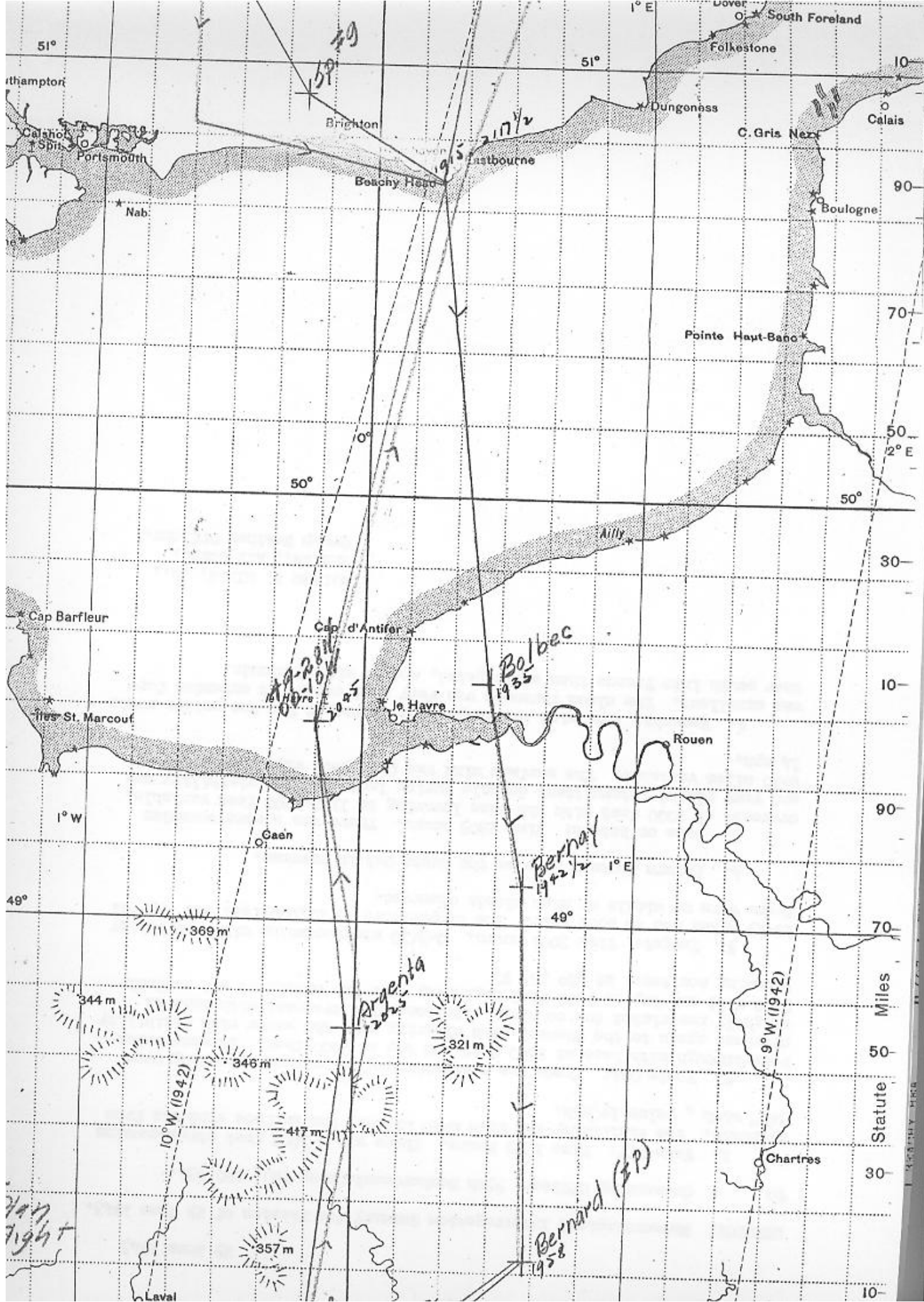
SUBJECT: Log of 95th Bombardment Group, mission of LeMans, France, 29
June, 1943.

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

1. Log of mission of LeMans, France on 29 June, 1943, is hereby
listed below:

- 1650 - Taxi
- 1705 - Take-off Twenty one (21) aircraft
- 1725 - Group Formation
- 1734.5 - Departed Horham 1600 feet - 100th Group in formation
- 1800 - Over Peterbrough with 401st Combat Wing
- 1802 - Started to climb over Peterbrough
- 1806 - Another Group over top estimated 8000' - Top of clouds 3500'
- 1809 - Unable to keep 100th behind us - made a right turn away
to keep 401st Wing from over running us
- 1835 - Departed Peterbrough 12,000' to 21,000' - 94th Group over
ran and away off on our left
- 1859 - Crossed below 1st Air Division at # 10
- 1907 - Crossed # 9 and circled to fall in behind 1st Air Division
- 1916 - Departed Beach Head
- 1920 - 1 Group below heading 360° - 1st Air Division - 2 Groups ahead
and above - 3 Groups to our rear
- 1931 - Crossed French Coast
- 1934 - Balbec
- 1937 - 1st Air Division turned off to Paris
- 1938 - 22 fighters
- 1956 - Overcast started to break
- 1957 - I.P.
- 2001 - Bombs away
- 2005 - Rally point and descent
- 2020 - Flak changed course 30° to right for 5 minutes
- 2029 - Fighter rendezvous
- 2034 - Pieces of aircraft fell past us
- 2037 - Crossed coast on way out-descending
- 2040 - Flak out of LeHarve
- 2147 - Splasher # 7

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



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

29 June 1943

SUBJECT: Navigation report for the operations of the 95th Bombardment Group on 29 June 1943.

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

1. The navigational mission was carried out perfectly, with all control times being met as scheduled.

2. As the I. P. was crossed, a large cloud obscured the vision of the town Le Mans and the target. The bombardier synchronized on a wrong target, and the bombs hit short.

3. The fighter escort proved very effective, even though no enemy opposition was sighted.

4. Very good log books and charts were turned in by all navigators.

WILLIS D. SCHNEPPERT
 2nd Lt., Air Corps,
 Group Navigation Officer.

For the Intelligence Officer:

WILLIS D. SCHNEPPERT
 2nd Lt., Air Corps,
 Group Intelligence Officer.

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

APO 634,
30 June, 1943.

SUBJECT: S-3 Narrative Report on mission of 29 June, 1943, on LeMans, France.

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

1. A bomb loading of 10 - 500 pound GP bombs, 1/10 second nose fuse , 1/40 second tail fuse was received at 0745, 28 June, 1943. Bombs were made ready for loading.
2. Field Order Number 15 was received at 0150, 29 June, 1943. The 95th Group was to lead the 402nd Combat Wing which led the 4th Air Division. Plans were made accordingly for rendezvous over Horham with the 100th Group, and at Splasher # 6 with the 401st Combat Wing. Briefing was set for 1400, with take-off at 1705. Twenty-one aircraft were scheduled, twenty-one took-off, twenty-one were over the target, and twenty-one returned to base at 2200.
3. No enemy aircraft were encountered, although about twenty-two were sighted at a distance, apparently moving towards the 1st Air Division as it moved towards Paris. Some heavy flak was observed as our formation passed Le Harve, but it was ineffective.
4. The route out was entirely overcast up until the IP, when cloud coverage became broken. As the turn was made to the target, a single cloud lay in the path, but beyond the target was visible. The bombs were released but were short of the target.
5. No losses were sustained, no attacks from enemy fighters were made, and a small amount of flak was observed.

CLIFFORD E. COLE,
Captain, Air Corps,
Operations Officer

WEATHER STATION
AAF STATION 119
APO 634

WSM/af

29 June 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 29 June 1943.

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

1. Take-Off: Time 1705 hours. There was a 1600 feet stratocumulus overcast. The visibility was from 8-10 miles. The surface wind was from 360° with a velocity of 7 mph.

2. Route Out: There was a stratocumulus overcast breaking over Peterborough with base at 2500 feet and top at 7000 feet. Stratocumulus overcast again to the Channel then clearing over the water with visibility slightly restricted due to haze. Stratocumulus overcast with base at 2500 feet and top at 7000 feet beginning over the continent and suddenly becoming scattered at 48° 15' N.

3. Target: Time 2001 hours. 0-3/10 stratocumulus with visibility 10-15 miles due to some haze. The temperature at 21,000 feet was -23° C. There were no middle or high clouds observed.

4. Return Route: Same as the Route Out in reverse.

5. Base on Return: Time 2205 hours. There was a stratocumulus overcast at 2000 feet with the base lowering to 1100-1200 feet variable, and very slight intermittent drizzle during landing. The visibility was 6-10 miles variable. The surface wind was from 360° with a velocity of 14 mph.

6. Remarks: The wind and temperature forecast for the entire route was excellent. The cloud forecast was very good except it extended further south into France than anticipated, and no middle clouds.

WALTER S. MILLS, JR.,
2nd Lt., Air Corps,
Group Weather Officer.