

SUBJECT: Mission Expenditure Report
TO: : Commanding General, Fourth Bombardment Wing
APG 634.

1. Following is the expenditure report for 10 July 43

a. Station AAF 119
b. Unit 95th Bombardment Group
c. Type of Ammunition Cal. AP, I&T
d. Gun location and No. of Guns

54	Lower Turret Guns	5030
54	Upper Turret Guns	3575
27	Right Waist Guns	1505
27	Left Waist Guns	1870
27	Radic Guns	1285
27	Right Nose Guns	1375
27	Left Nose Guns	1680
27	Center Nose Guns	2300
54	Tail Guns	3495

- e. Total number of guns 324
f. Two ships missing with total of 32-300 lb. demolition bombs and 16,000 rounds of Cal. AP, I&T Ammunition.
g. Total Number of rounds fired 22,115
h. Demolition bombs, number and size 6#300lb. general purpose bombs
i. Total number of rounds fired 38,115
j. Total number of bombs expended 38-300 lb. demolition bombs

For the Commanding Officer:

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

IMMEDIATE PRIORITY.

The following information is to be telephoned at once to Duty Intelligence Officer at Wing. No delay is 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 LAND OR IN AIR _____) Check
- FRIENDLY A/C DOWN OR IN DISTRESS IN SEASIDE _____) which,
- DIRECTIONS, LINE DATES OR PERSONS IN DISTRESS _____)

OBSE VIDE AIRCRAFT:

CROUP 95th No ON RELEASE _____ HEIGHT _____

AIRCRAFT IN DISTRESS:

B-17 825-1030

SUBJECT: Bombing Report for the Mission of the 10 July 1943.

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

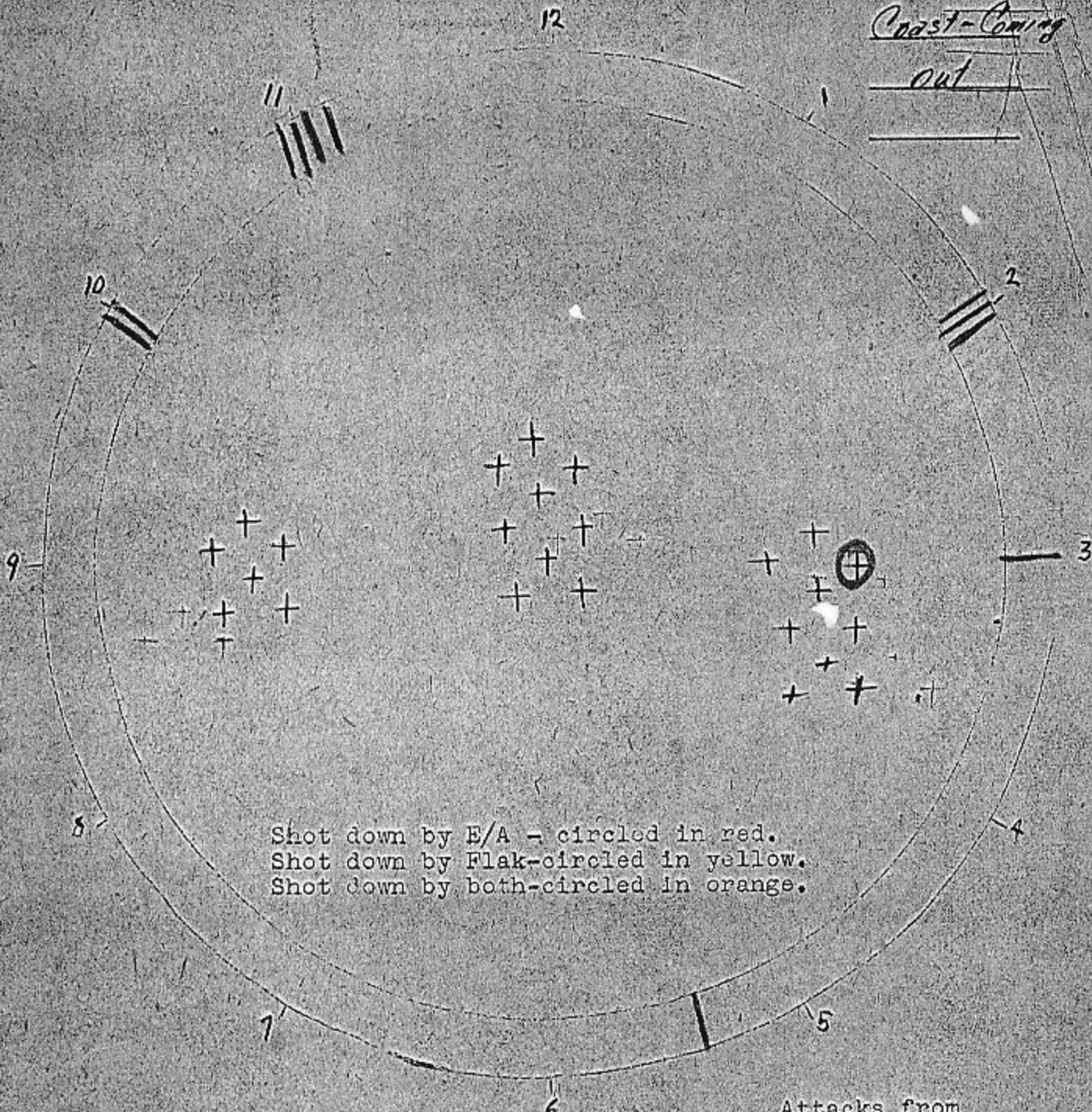
1. No bombs were dropped on target due to Weather Conditions.
2. One tail fuse had become armed during Mission. It was necessary to drop six (6) bombs in order to release the armed bomb.

FRANK T. IMAND,
1st Lt., Air Corps,
Group Bombardier Officer

TARGET Le Bourget GROUP 95th DATE 10-7-43

TIME OF ATTACKS 0805-0830 VICINITY OF ATTACKS I.P. to

Coast - Coming
out



Shot down by E/A - circled in red.
 Shot down by Flak - circled in yellow.
 Shot down by both - circled in orange.

Attacks from
 Above - Blue
 Level - Red
 Below - Green.

DISCUSSION: BETWEEN 15 AND 25 E/A ME 109'S AND FW 190'S ATTACKED OUR FORMATION IN THE NEIGHBORHOOD OF I.P. AND FOLLOWED TO COAST. ATTACKS WERE CHIEFLY FROM 11 AND 2 O'CLOCK AND MODERATELY AGGRESSIVE.

Wake Crews 01:30
 Breakfast 02:00
 Briefing 03:00

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER

A.P.O. #634

CREW STATUS AND POSITION FORM

SQUADRON 335th

DATE July 19, 1943.

COMBAT MISSION

CREW	SHIP	PILOT	CO-PILOT	NAV.	BOMB	RAD. O.	ENGR	B. T. G.	TAIL G.	L. W. G.	R. W. G.
13	0194	Hamilton	Ransom	Lawson	Jones	Ocheltree	Anderson	Deverger	Oberstreet	Riddle	Hollis
14	0178	Knowlton	Veck	Guinzburg	Herried	Powell	Campbell	Hayes	Simichak	Norman	Comstock
15	3264	Foutz	Jenkins	Dodson	Murray	Sandberg	Dickey	Zapatka	Lewis	Mock	Franklin
16	0218	Johnson	Carson	Leas	Herman	VanArsdale	Carter	Csigas	Crossley	Cowan	Baker
18	0271	Lee	Caldwell	Gage	Bail	Peacock	Serocke	Beacham	Cox	Howser	Delvento
19	0276	Baker	Minnick	Nussbaum	Sarnow	McDermott	Forney	Leisinger	Bergerson	Binnecose	Alderman
20	3263	Snow	Merriman	Roth	Lindley	Cooper	Hall	Berhardt	Kurek	Boss	Verdun
21	0176	Sundberg	Moyer	McNatt	Livingstone	Carlone	Schwab	Holcomb	Aquino	Barrett	Funk
EXTRA SHIPS											

PRACTICE MISSION

CREW	SHIP	PILOT	CO-PILOT	NAV.	BOMB	RAD. O.	ENGR	B. T. G.	TAIL G.	L. W. G.	R. W. G.
EXTRA SHIPS											

Wake Crews 01:30
 Breakfast 02:00
 Briefing 03:00

SQUADRON 334

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OF 13ER
 A.P.O. #634
 CREW STATUS AND POSITION FORM

COMBAT MISSION

DATE JULY 10, 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O.	ENG'R	B. T. G.	TAIL G.	L. W. G.	R. W. G.
K-1	0273	Cozens	Conley	Haynes Gould	Detwiler	Hatterson	Webb	Ballard	Moon	Burleson	Nicholson
K-6	0304	Lenke	Dahl	Kaufman	Wallis	Lofja	Gadwa	Silva	Martini	Jesiolowski	Rangold
K-7	0136	Thomas	Stapleton	Haynes	Renecke (412)	Neelley	Tice	Thompson	Whitcomb	Arneson	Tamasko
K-4	0300	Tyler	Rivers	Messersmith	Miller	Neal (412)	Black	Berry	Buss	Gallagher	Marr
K-5	0120	South	Hargrove	Moreland	Marriguez	Leek (412)	Clapper	Jenson	Chapman	Koukol	Bell (335)
EXTRA SHIPS											

PRACTICE MISSI

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O.	ENG'R	B. T. G.	TAIL G.	L. W. G.	R. W. G.
EXTRA SHIPS											

Wake Crews 01:30
 Breakfast 02:00
 Briefing 0:300

9412

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 A.P.O. #634
 CREW STATUS AND POSITION FORM

DATE July 10, 1943.

SQUADRON 336

COMBAT MISSION

CREW	SHIP	PILOT	CO-PILOT	NAV.	BOMB	RAD. O.	ENG'R	TAIL G.	L. W. G.	R. W. G.
29	0244	Thompson	Storch	Mik Hand	Johnson	Sperry-Paul	Shamas	Burroughs	Stafford	Nabholz
31	5918	Regan	Stanford	Hand	Gutther	Paul	Rape	Dougherty	Lofton	Bowen
30	5893	Robichaud	Hathcoote	Deedman	Katz	Smith	Gothran	Kutz	Bloxom	Kasturko
33	3321	Rothschild	Perceful	Wyllinger	Krepley	Sparkd	Buckley	Thomas	Pratt	Moore
34	0161	Palmer	Parker	Jones	Todd	Gelster	Quackenbush	Michaels	Tait	Leslie
35	3277	Mauldin	Cummings	Brick	Praisner	Carter	Sieg	Walley	Carr	Bachman
25	0226	Bender	House	Bader	Isaacs	Irving	Bryan	Merten	Hallebrant	Glick
PRACTICE MISSION										

CREW	SHIP	PILOT	CO-PILOT	NAV.	BOMB	RAD. O.	ENG'R	T. T. G.	TAIL G.	L. W. G.	R. W. G.
EXTRA SHIPS											

COMBAT DUPLICATION CHECK FORM

95 43

084
Me1
3264

0825 Me109 High
0235

0255

0825 Me1
0185

0322

3298

0276

0830 Fu190
0220
5918

0820 Fu190
0830 Fu190
0161

X

0830 Me109 Lead
0220

3321

X

5893

3277

X

0825 Fu190
0830 Fu190
0823 Fu190
0610

0178

Abortive
0771

0820 Fu190
0178

0176

0820 Fu190
3263

Above
Level
Below

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

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on July 10, 1943:
 - a. Twenty seven (27) B-17F Airplanes took -off, two (2) returned to base abortive.
 - b. 42-30276 and 42-30105 failed to return.
 - c. Twenty-three (23) B-17F Airplanes returned to base. Did not complete mission due to being recalled because of bad weather over target.

2. There were two (2) abortive airplanes.
 - a. 42-30304 - #3 oil temperature excessive, rose to 110°.
 - b. 42-30271 - Upper turret failed to work properly.

3. Battle damage is as follows:
 - a. 42-30300 - Minor sheet metal damage, Pilots windshield cracked by empty .50 caliber case.
 - b. 42-30185 - Right horizontal stabilizer and elevator shot up waist gunner.

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

SECTION HORTON

	TEEN SHIP	PILOT
→ 336	L 0226	BENDER
→ 336	J 5918	REBRAN
→ 336	F 5843	ROBICHAUD
→ 336	K 3321	ROTHSCHILD
→ 336	B 0161	PALMER
→ 336	G 3277	MAULDIN
→ 412	V 0235	LINDLER
→ 412	R 0105	SARCHEY
→ 412	P 0322	ADAMS
412	V 0255	STORIE
→ 412	S 0150	HODGES
→ 412	Q 3298	MASSER
→ 412	N 0185	EASTING
→ 335	N 3264	FOUZZ
→ 335	Q 0276	BAKER
→ 335	O 0194	HAMILTON
→ 335	S 0178	KNOWLTON

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer
A.P.O. #634

GROUP FORMATION FORM

95th Group

DATE July 10, 1943

BENDER
LEAD

0226-336-1

"G"

©

ROBICHAUD
5893

336-F

BEGAN
5918

336-J

ROTHSCHILD
3321

©

MAULDIN
3277

336-G

© PALMER
0161

336-B

HAMILTON
LOW

0194

335-O

©

KNOWLTON
0178

335-S

SUNDBERG
0176

335-P

02 18

© SNOW

3263

335-V

LEE

0271

335-R

LINDLEY
0236

412-U

ADAMS
0322

412-P

SARGHET
0106

412-R

STORIE

0255

412-V

MASSEY
3298

412-Q

HODGES
0150

412-S

© EASTLING

0185

BAKER
0276

335-Q

FOUTZ
3264

412-N

335-N

BRIEFING 03:00
REA DINESS 400
STATIONS 500
TAXI 510
TAKE-OFF 525
RENDEZVOUS 545
8000

1,000 612

EXTRA SHIPS

334th 3282-J . 0045-M

335th 0181-X

336th 5882-D

412th 3273-W

LEAD

BENDER
0226

LOW

ROBICHAUD
5893 C

REGAN
5918

HIGH

HAMILTON
0194

ROTHSCHILD
3321

LINDLY
0235

SUNDBERG
0176

KNOWLTON
0178 C

MAULDIN
3277

PALMER
0161 C

ADAMS
0322

MISS SARCHET
0105

JOHNSON
0218

STORIE
0255

SNOW
3263 C

LEE
0271 - abnt

MASSEY
3298

HODGES
0150

EASTLING
0185 C

BAKER
0276
CRASHED

FOUTZ
3264

COMPOSITE

LEAD

COZENS
0273

SOUTH
0120

LEMKE
0304

THOMAS
0135

THOMPSON
0244

RIVERS
0300

SOUTH
0120 C

/Low /
/100th/

/High/
/96th/

EXTRA SHIPS

334-3282,0045
335-0181
336-5882
412-3273

95th Group

HAMILTON

~~0194~~

335-0

②

SUNDBERG

0176

335-P

JOHNSON

335-S

KNOWLTON

0178

02 18

②
SNOW

335-W

LEE

0271

3263

335-V

335-R

BRIEFING

03:00

REMA DINESS

4 00

STATIONS

5 00

TAXI

5 10

TAKE-OFF

5 25

RENDEZVOUS

5 45

8000

17000 617

Compos

CHECK FORM

REPRODUCED AT THE NATIONAL ARCHIVES

Obs Me 109 High

Obs Full 190

Obs Full 190
Obs Full 190
Obs Full 190

Obs Me 109

0235

0322

0255

3298

0185

~~0~~

0276

326

0105

0150

018

1910

LEAD

BENDER
0226

LOW

ROBICHAUD
5893 C

REGAN
5918

HUGH

HAMILTON
0194

ROTHSCHILD
3321

LINDLY
0235

SUNDBERG
0176

KNOWLTON
0178 C

MAULDIN
3277

PALMER
0161 C

ADAMS
0322

MISS SARCHET
0105

JOHNSON
0218

STORIE
0255

COMBAT FORM.

Group ① 95 Composite Date 10-7-43
 Squadron 334 Place where attacked France
 A/C No. 42-30300 "C" Time 0820 Height 22000

1. Story of the Attack

ME 109 Attached single ship to our left - B T G gave him a burst and he started down in a long spin. Hit ground north of Saenger Seine River.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked
 b. direction of E/A attack;
 c. sun position.

Data on Combat

- a. our heading 320° M
 b. visibility good
 c. type of E/A 109
 d. level of attack:
 from high above _____
 above _____
 level _____
 below _____
 very low _____

3. Our Gun Positions Firing on E/A

Name S/Sgt Richard T. Berry (check one).
 Positions B.T.G

Name S/Sgt William D. B. Buser
 Positions Tail Gunner

4. If E/A Was shot down or Damaged: Seen to hit ground.

Corroborated by →
 Position in A/C _____

Other A/C firing at the same time? None seen.

5. COMMENTS OF THE INTERROGATOR:

Destroyed

agree L. Schick
 If information was very _____

Time 1035Interrogator 7d

standard, show on back of sheet.

REPRODUCED AT THE NATIONAL ARCHIVES

Wing: Destroyed

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

1. This group was alerted for an all available effort at 1645, 9 July 1943. At 1735 a bomb loading of 16 - 300 pound GP bombs with 1/10 second nose and 1/40 second tail fuse was received. Planes were loaded with bombs and ammunition. Extra wing tanks were not to be loaded. Twenty-one aircraft were called for. At 2145 notice came to prepare twenty-seven ships instead of twenty-one. Six more ships and crews were prepared.

2. Field Order number 19 was received at 0010, 10 July, 1943. The 95th Group was to lead the 4th Division with a Group of twenty-one ships, furnish a lead Squadron of six ships for a Composite Group made up from the 95th, 96th and 100th Groups. The 95th 100th and Composite Groups were to up the 402nd Combat Wing, followed by the 401st Combat Wing in close support. The 402nd Combat Wing was to rendezvous over Horham at 0612, proceeding to Splasher # 6 to join and lead to 401st Combat Wing at 0622. Crews of the 95th Group were briefed at 0300, with take-off time set at 0525. The lead Squadron of the Composite Group, however, took off ten minutes earlier to allow extra time for its rendezvous. The Composite Group was to rendezvous over Framlingham, then return to Horham to join the 402nd Combat Wing. Twenty-seven ships in all took-off. Two returned early, one due to high oil temperature in one engine, the other due to malfunctioning of top turret. One ship lost two engines about thirty miles from the target and returned to England, landing at South Hampton safely. A fourth ship was lost due to enemy fighters in the target area. The flight plan was followed as planned, the only change being at the IP where a left turn was made to return to England.

3. Enemy fighters were not numerous, probably around forty in number. Their attacks were the conventional head-on attacks, one following another at close interval. Flak was slight and inaccurate.

4. No bombs were dropped because of 10/10 cloud coverage. One aircraft from the high Squadron was lost. The formation for the most part was fair but there is still room for improvement in closing the gap between the groups of a wing.

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

DECLASSIFIED

Authority NND 7450By K.C. NARA Date 7/C O N F I D E N T I A L

Mission 15
 HEADQUARTERS
 VIII BOMBER COMMAND
 A.P.O. 634

Bomber Command Narrative of Operations
 Day Operation - 10 July 1943
 Mission No. 72

TARGETS: Caen/Carbiquet and Abbeville/Drucau Airfields.

Adverse weather conditions seriously hindered the 286 B-17s dispatched attack targets in North West France. Heavy cloud prevented attacks on the principal targets, and weather conditions at Caen and Abbeville resulted in dropping of a relatively small weight of bombs.

The 31 a/c which attacked the main area of buildings at Caen caused considerable damage, and the 36 a/c attacking Abbeville achieved fair results. Intense fighter support was provided by 18 Spitfire and 8 P-47 Squadrons. Claims

1st Wing

DECLASSIFIED

Authority NND 7420By K.C. NARA Date 7/1/00

BOMBING RESULTS: Caen - 31 B-17s dropped 496 x 300 GP fused 1/10 sec, tail with good results on Caen/Carpignat Airfield from 23,400-24,000 ft. at 0832 hrs. Strike attack photos show an extremely heavy concentration of bombs almost completely blanketing the main area of buildings containing barracks, officers' quarters, hospital and mess hall. A secondary concentration of bombs is seen to have fallen on the Eastern part of the Bomb Storage area, and one direct hit is seen on the railroad northeast of the airfield.

Abbeville - 36 B-17s dropped 399 x 100 and 295 x 300 GP fused inst. nose 45 sec, tail with fair results on Abbeville/Druacat Airfield from 22,000-24,000 ft. at 0729-0735 hrs. Numerous bursts are seen in the northern dispersal area and the east side of the field. There were 5 hits on a six gun heavy flak position along the east side of the field.

REASONS FOR FAILURE TO BOMB: 115 a/c failed to bomb - 94 because of adverse weather conditions, 17 because of mechanical failures, and 4 because of personnel failure.

ENCOUNTERS: The 305, 306, and 92 Groups which flew together in the attack on Caen sighted only 6-8 c/a which were out of range and made no attack.

95TH BOMBARDMENT GROUP (H)
OFFICE OF THE PHOTOGRAPHIC OFFICER

APO 634

10 July 1943

SUBJECT: Explanation of Photographic Mission of 10 June 1943.

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

1. Because of cloud formations, the Group was unable to see the target and turned back, resulting in no pictures being taken. Five aerial cameras installed in the 95th Bombardment Group and one aerial camera

1. Twenty-seven B-17 a/c of the 95th. Bomb Group, as a part of the 402nd. Combat Wing, took off at 0523 hrs. to attack the Le Bourget Aerodrome near Paris, France as a primary target. The aerodrome just west of Caen, France being the secondary target. Six a/c were in a Composite Group and twenty-one a/c formed the 95th. Group, the latter Group leading the 402nd Combat Wing.

2. All twenty-seven a/c failed to bomb either target because the overcast eliminated visibility over the target areas. The formation turned back near the I.P. and returned and landed at this Base at approximately 0940 hrs. Twenty-four a/c returned all bombs. A/C number 218 returned 10 bombs but jettisoned 6 bombs in the English Channel, for reasons of safety.

3. The formation was attacked by about 15 to 20 e/a in the vicinity of the I.P. and they followed to the French coast. One B-17 of the 95th. Group was lost to e/a and one damaged B-17 of the 95th. Group landed at the coastal town of Southampton, England. Full details on the latter plane are not yet available. It is claimed that seven e/a were

destroyed, two probably destroyed and three damaged.

4. Two a/c aborted because of mechanical trouble.

For Major Donahue

WILLIAM M HOLT
1st. Lt. Ass't S-2 Officer

95TH GROUP

DATE JULY 10, 1943

FORM 3

STATION HORTHAM

LET	SHIP	PILOT	TARGET	TIME OF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
7336	L 0226	BENDER		0527		0946		
7336	J 5918	REGAN		0539		0947		
7336	F 5893	ROBICHAUD		0527		0946		
7336	K 3321	ROTHSCHILD		0531		0948		
7336	B 0161	PALMER		0526		0949		
7336	G 3277	MAULDIN		0528		0948		
7412	V 0235	LINDLEY		0529		0950		
7412	R 0105	SARCAET		0529				Lost
7412	P 0322	ADAMS		0530		0952		
412	V 0255	STORIE		0530		0951		
7412	S 0150	HODGIES		0531		0952		
7412	Q 3298	MASSEY		0532		0951		
7412	N 0185	EASTLING		0532		0952		
7335	N 3264	FOUTZ		0533		0953		
7335	Q 0276	BAKER		0533				
7335	O 0194	HAMILTON		0534		0959		
7335	S 0178	KNOWLTON		0534		0939		

SUBJECT: Meteorological Interrogation Summary for Mission of 20 July 1954
TO : Commanding Officer, 95th Bomb Group (H), APO 634.

1. Take-Off: Time was 0529 hours. The sky was covered by 4/10 cirrus at 25000 feet with 1-2/10 altocumulus at 15000 feet. The visibility was 3 miles.

2. Route Out: Conditions remained approximately the same over England, except the visibility improved to the south. The middle clouds at 14000 feet increased to 3/10 to 4/10 over the channel. 3/10 to 5/10 cumulus at 2000 feet was encountered at the French Coast. These clouds were commencing to build up at the time of crossing. Within a few miles inland from the French Coast the altocumulus became a solid deck with only very widely scattered breaks. The top of this deck was at 22000 feet, and persisted over the entire area. Lower clouds were visible through the widely scattered breaks.

3. Target: Obscured by 10/10 altocumulus clouds with tops at 22000 feet.

4. Route Back: Same as the route out until the English Coast was reached. At this point a 10/10 solid sheet of altostratus at 14000 feet was encountered, which covered all of the route from the coast to the base.

5. Base on Return: 10/10 altostratus at 15000 feet. Visibility was 3 to 4 miles.

6. Remarks: The accuracy of the cloud coverage forecast was poor. The forecast was too optimistic over the target areas. The wind forecast appeared to be fair. Dense persistent condensation trails were formed above 22000 feet over the entire route. The temperature at 23000 feet was -20 deg. C.

JAY JACOBS,
Captain, Air Corps,
Station Weather Office