

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

1. Route into target: Evreux, Cormelles, Target. Route Out: Lognes, es, Conches, Bernay, Trouville.
2. The visibility at the target was good.
3. Twenty one A/C attacked the target on a general axis of 150° Mag.
4. Before bombing, the formation flew straight and level for 60 sec. then made a 45° turn to the right.
5. Evasive action taken consisted of changes in direction every 30 sec.
6. A A Gun fire was not encountered till the I P (Cormeilles) was reached. A meager inaccurate gun fire was met. Over the target there was gun fire, accurate to height 24,000 ft., which was kept up till they passed the second turn over the target. Much of this fire was to the right and trailing, suggesting continuous following at Villa Coublay a battery of six guns is reported, at Condres another battery of 6 guns set up. Continuous Following Seen, which accurate and intense. The formation flew at 14,000 from here on. At Beaumont Bernay, intense and accurate gun fire was encountered. Paris and Le Harve set a gun barrages which was very intense.

For the Command:

FLORENCE J. DONAHU
Major, Air Corps,
Intelligence Office

: Commanding General, Fourth Bombardment Wing.

1. Following is the expenditure report for 14 July, 1943.

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

42 Lower Turret Guns	15810
42 Upper Turret Guns	10915
21 Right Waist guns	8225
21 Left Waist guns	9800
21 Radio guns	5910
21 Right Nose guns	4955
21 Left Nose guns	4470
21 Center Nose guns	4430
42 Tail guns	18455

- e. Total number guns - 252
- f. Total number of rounds fired - 82,970
- g. Demolition bombs, number and size 336-300lb.

For the Commanding Officer:

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

WING.

- 0 ZERO HOUR: 0715 DST, 14 JULY 1943
- 0 BOMB LOADING: ALL A/C 16 X 300 LB GP WITH 1/10 SEC. NOSE AND 1/100 SEC TAIL FUSE.
- 0 INTERVALOMETER SETTING: 25 FT.
- 0 EXTRA WING TANKS WILL BE DRAINED.
- 0 CLIMB AT 300 FT/MIN. 150 IAS
- 0 4TH WING FORMATIONS ON ROUTE BACK WILL BE ON LOOKOUT FOR 1ST WING FORMATIONS AND WILL GIVE WAY TO THE LEFT (SOUTH) IF NECESSARY TO AVOID INTERFERENCE BETWEEN 1ST AND 4TH WING FORMATIONS.
- 0 ALL GROUPS WILL TURN PROMPTLY AT IP TO AVOID EXCESSIVE DRIFT ON BOMBING RUN DUE HIGH WIND VELOCITY.

NORMAL

MF/DF SECTION "N"

COMMAND BOMBER TO BOMBER 5065 KC

V.H.F. (1) CHANNEL "C" 11 GROUP GUARD. LEADER AND DEPUTY LEADER ONLY WILL TURN ON V.H.F

(2) VHF CALL SIGNS:

BOMBERS - "WINDBAG"

GROUND SECTOR CONTROL - "PETRO"

(3) R/T CODE WORD FOR RECALL - "BIGDAY"

JAY BEAMS: NONE

SPLASHER BEACONS:

6A, 7B, 8C, 10E, 11F, 13G, AND 15H IN OPERATION DURING ENTIRE MISSION. ALSO 9D.

CALL SIGNS W/T

(1) 4TH BOMB WING COLLECTIVE "1YB"

(2) 4 BOMB WING GROUND STATION "M6J" 3485 KC/S

(3) 94 GROUP "YW3"

(4) 95 GROUP "090"

(5) 96 GROUP "U7X"

(6) 100 GROUP "AT3"

(7) 1ST BOMB WING COLLECTIVE "CC9"

AUTHENTICATING GROUP SPARE GROUP 18

SQUADRON 334th

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

DATE 14 July 1943.

COMBAT MISSION

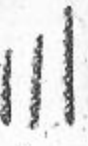
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K-1	0273	Cozens	Conley	Prittohard	DeWolf	LaJoie	Webb	Ballard	Reed	Burleson	Nicholson
K-2	0182	Noyes	Bockman	Bach	Rice	Dojja	Medford	McArthur	Provost	McNeil	Buss
K-3	0135	McPherson	Prees	Winegar	Wilnot	Mungon	Wilbert	Wall	Underwood	Long	Hare
K-7	0300	Thomas	Stapleton	Haynes	Miller	Nealey	Rice	Thompson	Whitcomb	Arneson	Koukol
K-8	0045	Quirk	Cisar	Datlow	Angle	Suess	Specht	Willis	Huffstutler	Kars	Tomasko
K-10	0130	Hayden	Meadow	Loring	Bell	Eisenberg	Parton	Keares	Moorer	Hill	Riley
extra 9945											

PRACTICE MISSION

CREW	SHIP	PILOT	CO-PILOT	NAV.	BOB	RAD. O.	ENG. 1	B. T. G.	TAIL G.	I. W. G.	R. W. G.
EXTRA SHIPS											

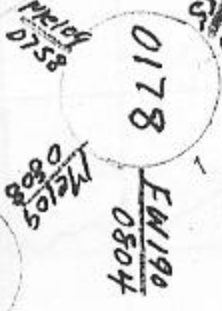
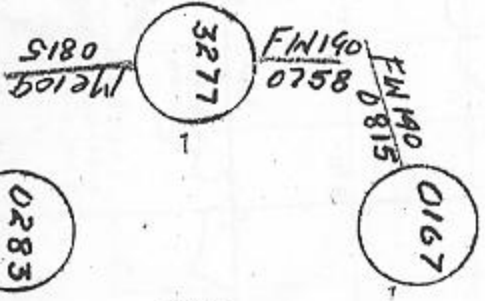
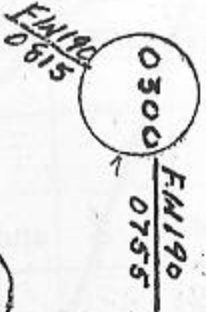
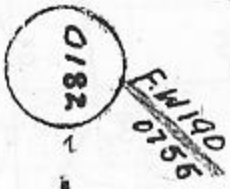
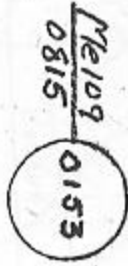
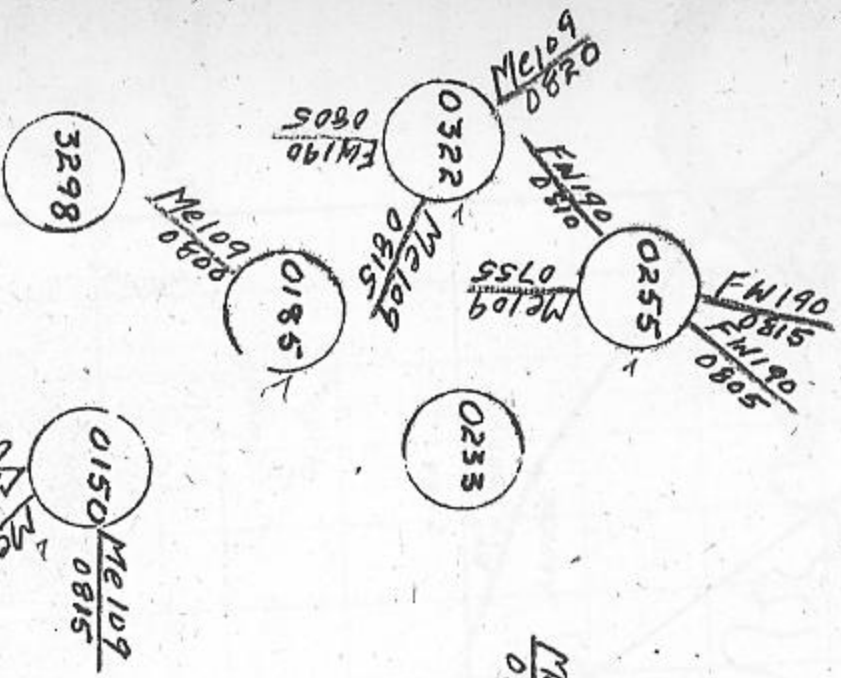
Co
 Lt
 64

Duplicate



COMBAT DUPLICATION CHECK FORM

45 213omb GP
Mission 14/7/43



REPRODUCED AT THE NATIONAL ARCHIVES

SUBJECT: Base Engineering Report on Combat Mission of July 14, 1943.

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 14, 1943.
 - a. Twenty two (22) B-17F airplanes took-off, one (1) returned to base abortive.
 - b. Twenty one (21) B-17F airplanes completed mission.
2. There was one abortive airplane.
 - a. 42-29943 returned to base before completing mission. Pilot reported tail flutter. Test flight was made and no tail flutter or any other discrepancies were noted.
3. Battle damage is as follows:
 - a. 42-30273 - Minor sheet metal damage.
 - b. 42-30182 - Minor sheet metal damage.
 - c. 42-30135 - Minor sheet metal damage.
 - d. 42-30300 - Minor sheet metal damage.
 - e. 42-30045 - Minor sheet metal damage.
 - f. 42-30272 - Four .50 cal. bullets through leading edge left wing, penetrating Tokyo Tank.
 - g. 42-5882 - .50 cal. bullet through right horizontal stabilizer. Flak hole under Co-Pilots windshield.
 - h. 42-5918 - Left elevator shot up by waist gunner.
 - i. 42-3521 - Minor sheet metal damage.
 - j. 42-30322 - Rudder and vertical fin damage by radio gunner.
 - k. 42-30185 - Left wing and two left nacelles damaged. (Self-inflicted).
 - l. 42-30150 - Empty shell casings damaged vertical stabilizer, left outer wing, right outer wing, pilots windshield, left horizontal stabilizer.

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

LOCATION Horham

REMARKS

TEAM	SHIP	PILOT	CARGO	TIME OF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
F	0273	Corens		0500	0500		1034	
E	0132	Noyes			0513		1035	
H	0135	McPherson			0502+		1029	
C	0300	Thomas			0503		1037	
K	9903	Hayden			0559		605	TAIL FLUTTER
B	0100	Hayden			0504		1035	PB ORTIYE
M	0045	Quirk					1038	
I	9946	Sundberg						
D	5882	Bender			0515		1044	
#	0107				0515+		1045	
J	5918	Regan			0516		1039	
G	3277	Mauldin			0511		1041	
C	0283	Mason						
D	5882							
F	5893							

336th (TSFR)

334th (T.D.H.)

SECTION Horham

FORM 3

DATE 14 July 1943

LINE	SHIP	PILOT	TARGET	TIME OF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
335th (VAHh)	U	0272	Broman	0800	0512	1041		
"	X	0181	Jutzl		0512+	1040		
"	S	0178	Knowlton		0513+	1043		
336th (VSR)	F	3283	Foutz		0511	1043		
"	K	3321	Baker		0517	1042		
412th (VSR)	V	0255	Storie		0517	1030		
"	X	0233	Kring		0518	1031		
"	P	0322	Adams		0518+	1039		
"	N	0185	Eastling		0519	1032		
"	S	0150	Hodges		0514	1033		
"	Q	3298	Massey		0520	1038		
"	W	3273	EXTRA					
335th (VAHh)	P	0176	Sundberg		0520	1038		
"	V	3263	Snow		0521	0726		EXTRA

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

GROUP FORMATION FORM

DATE 14 July 1943

LEAD
GOZENS

0273

McPHERSON

0135

THOMAS

0300

NOYES

0182

REINER

5882

REGAN

5918

MAULDIN

3277

(camera)

MASON

0283

BROMAN

0272

JUTZI

0181

KNOWLTON

0178

BAKER

3321

(camera)

(auto)

FOLTZ

3283

(camera)

McPHERSON

0135

THOMAS

0300

NOYES

0182

REINER

5882

REGAN

5918

MAULDIN

3277

(camera)

MASON

0283

BROMAN

0272

JUTZI

0181

KNOWLTON

0178

BAKER

3321

(camera)

(auto)

FOLTZ

3283

LOW
STORIE

0255

ADAMS

(cam)

0233

EASTLING

0185

HODGES

0150

(camera)

MASSEY

3298

(camera)

BAKER

3321

(camera)

(auto)

FOLTZ

3283

SNOW

3263

SUNDBERG

0178

SNOW

3263

ABORTED

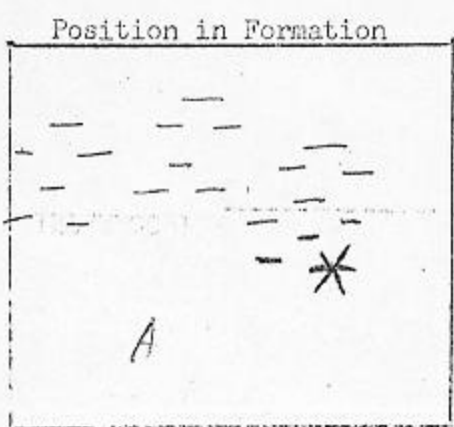
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BRIEFING 0230
REM DINESS 0350
STATIONS 0440
TAXI 0450
TAKE-OFF 0500
RENDEZVOUS 0525

EXTRA SHIPS
334th -
335th -
336th 5983
412th 3273

FOUTZ

GROUP 95th SQD 336th LTR E BOMB LOAD 16 X300 DATE 14-7-43 3283
(Pilots L. Name A/C No.)



Rank	Name	Rank	Name
1st Lt.	Foutz, S.	PT/Sgt.	Dickey, V.B.
2nd Lt.	Jenkins, E.F.	Co-PS/Sgt.	Zapatka, F.S.
1st Lt.	Dobson, J.M.	N S/Sgt.	Lewis, I.C.
2nd Lt.	Bail, D.E.	B S/Sgt.	Franklin, M.N.
T/Sgt.	Sanberg, R.R.	Rad S/Sgt.	Mack, D.E.

CASUALTIES - Designate on above list by following symbols: Killed - (K); Seriously Wounded - (S.); Wounded - (W); Missing - (O).

Illness or disability (Name) _____

Failure of Protective eqpt. (Serial) _____

TARGET BOMBED (Name)	No. & Size	Bombs Type	Results Observed
On target	<u>Yes, 16</u>	<u>300</u>	Yours: <u>Not sure, but believe made hits</u>
Jettisoned	<u>None</u>		
Br't back	<u>None</u>		Others: <u>Unobserved.</u>
Un'act for	<u>None</u>		

If target not bombed - why? _____

If returned early point of turning, reason, time, altitude: _____

ENEMY FIGHTER OPPOSITION (Separate encounter for each combat)

60-70 (No B/A seen) FW 100 Me 109
Numbers and types

Special markings and colors: (Not previously reported)

Description of attack: (where-time-altitude) (duration-intensity)
59 minutes. From ~~0446~~ ^{0500 to 0559}

Enemy tactics and our countermeasures:
Very persistent for group as whole + for this ship.

mostly tail - a noticeable lack of frontal attack

1. Lead ship took-off at 0500. Group was in formation at 0520 at an altitude of 2000'. Left field on a heading of 08° at 0525, at this time the 100th Group was in formation above and behind the 95th and remained in this position throughout the mission. Climbed to an altitude of 16000' and assembled with the 96th and 94th Groups at Splasher # 6 at 0620. Climbed to bombing altitude of 24000' in Combat Wing formation. Held good wing defensive formation until the I.P. was reached. At the I.P. the 95th continued on course for approximately 30 seconds as the 96th and 94th turned right on the bombing run. As we turned right on the bombing run we had difficulty uncovering the 94th (low group) as they were not as close to the lead group as they should have been. For this reason we were slightly left of course on the bombing run as we were trying to uncover the the low group. We were again in wing defensive formation as we turned right from the rally point. We continued in this formation on the route back until it was necessary to pull off to the right to avoid clouds in the let down over England.

2. No comments, as the flight plan was adhered to.

3. It is absolutely necessary that the low group be closed in tight with the lead group at the turn at the I.P. and on the bombing run. If they are not it is extremely difficult for the group above to uncover them.

ROBERT C. COZENS,
1st Lt., Air Corps.

F. CALL SIGNS W/T

REPRODUCED AT THE NATIONAL ARCHIVES

- (1) 4TH BOMB WING COLLECTIVE
- (2) 4 BOMB WING GROUND 485 KC/S
- (3) 94 GROUP "YW3"
- (4) 95 GROUP "090"
- (5) 96 GROUP "U7X"
- (6) 100 GROUP "AT3"
- (7) 1ST BOMB WING COLLECTIVE "CC9"

G. AUTHENTICATING GROUP SPARE GROUP 18

H. COMMAND R/T COLLECTIVE CALL SIGNS

- (1) 4TH BOMB WING "ZOOTSUIT"
- (2) 94 GROUP "ZOOTSUIT" ONE
- (3) 95 GROUP "ZOOTSUIT" TWO
- (4) 96 GROUP "ZOOTSUIT" THREE
- (5) 100 GROUP "ZOOTSUIT" FOUR

I. "GEE" INFORMATION/

(A) SOUTHERN CAROLINA CHAIN ON GRADE "A" 9034-589, 748V

H UOV

OPERATION DURING ENTIRE MISSION.

(B) EASTERN WYOMING CHAIN ON GRADE "A" OPERATION DURING ENTIRE MISSION

J. FIXES WILL BE OBTAINED BY DIVISION LEADER ON MULTIPLES OF 15 MINUTES, BEGINNING AT ZERO HOUR PLUS 80 MINUTES. CALLSIGN TO BE USED: 5VU

K. AIR DIVISION LEADER WILL PROMPTLY RADIO TO AIR DIVISION TARGET ~~XXXXXXXX~~ BOMBED. IF MISSION IS ABANDONED THAT INFORMATION WITH NEW TIME AT FIGHTER RENDEZVOUS WILL ALSO BE RADIOED.

INTELLIGENCE ANNEX TO 4BW FIELD ORDER NO. 21.

1. ADDITIONAL BRIEFING MATERIAL.

JUST NORTH OF RALLYING POINT IS A LARGE CHATEAUX WITH ELABORATE ROADS AND GROUNDS APPROXIMATELY THREE FOURTHS MILES SQUARE. NORTH OF CHATEAUX IS A PECULIAR FORMATION OF WHITE SAND IN THE MIDST OF WOODS.

COBOMWIG FOUR

HOLD+

CC 2.D. (ROUTE OUT) 4953 - 0219E FIGHTER RENDEZVOUS 23,000 FT NOT 22,000 FT AS SENT FRENCH VA+

VVV MOV TVMTTTTTTTOOTOOOVM
= 0 =.5599.99.=9

CCCC R 13/2247B 81

P M

HRM THE R.....

5E3 4..... 13/ 2249B WCP VA

1. Interpretation of the four photo strips of the raid on the Airdrome at Le Bourget 14 July 1943 determines the following information:

- A. Three hits were scored with two near misses on one of the large double Hangars 256' x 154', a hit on an empty aircraft Revetment, hits on small Barracks and Workshops near the Hangar, and about three dozen bombs dropped in the Landing Area, several of them on the N/S Runway.
- B. For the 94th Bomb Group the photos show hits on three of the large Hangars 225' x 205', on four Work Shops and three Barracks, with many near misses on the Barracks and Hangars. The Landing Area felt many hits.
- C. Oblique Photo 95-31/2 shows part of the formation of the 94th Bomb Group.
- D. It is interesting to note that, about the 13 large Hangars and 4 smaller Hangars and scores of aircraft Revetments and Shelters in dispersal areas, there is visible but one Glider--82' span--and no Aircraft, and little activity, except for the grading of a rectangular section running E/W in the middle of the Landing Area, possibly for the construction of underground hangars.

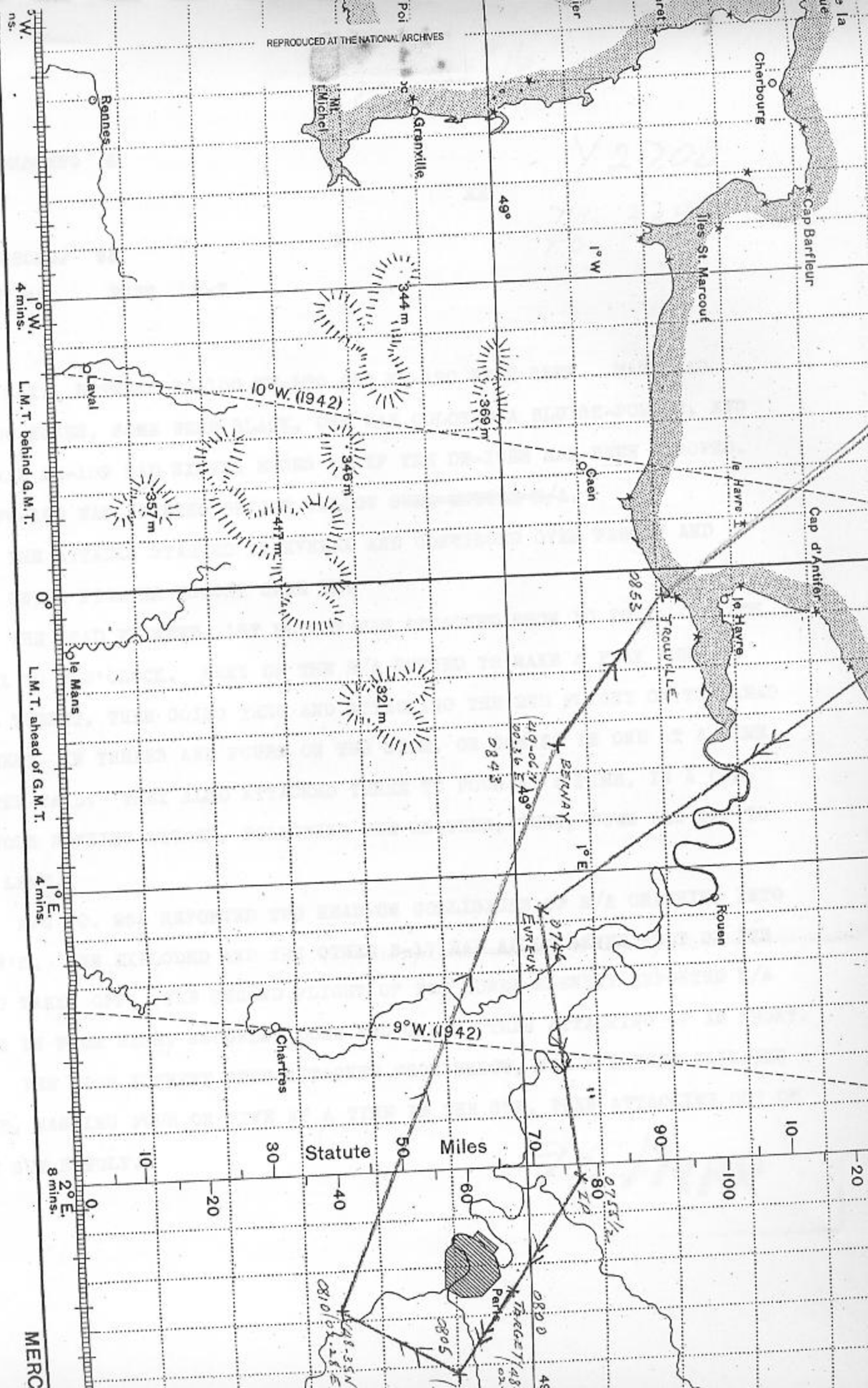
For the Intelligence Officer:

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

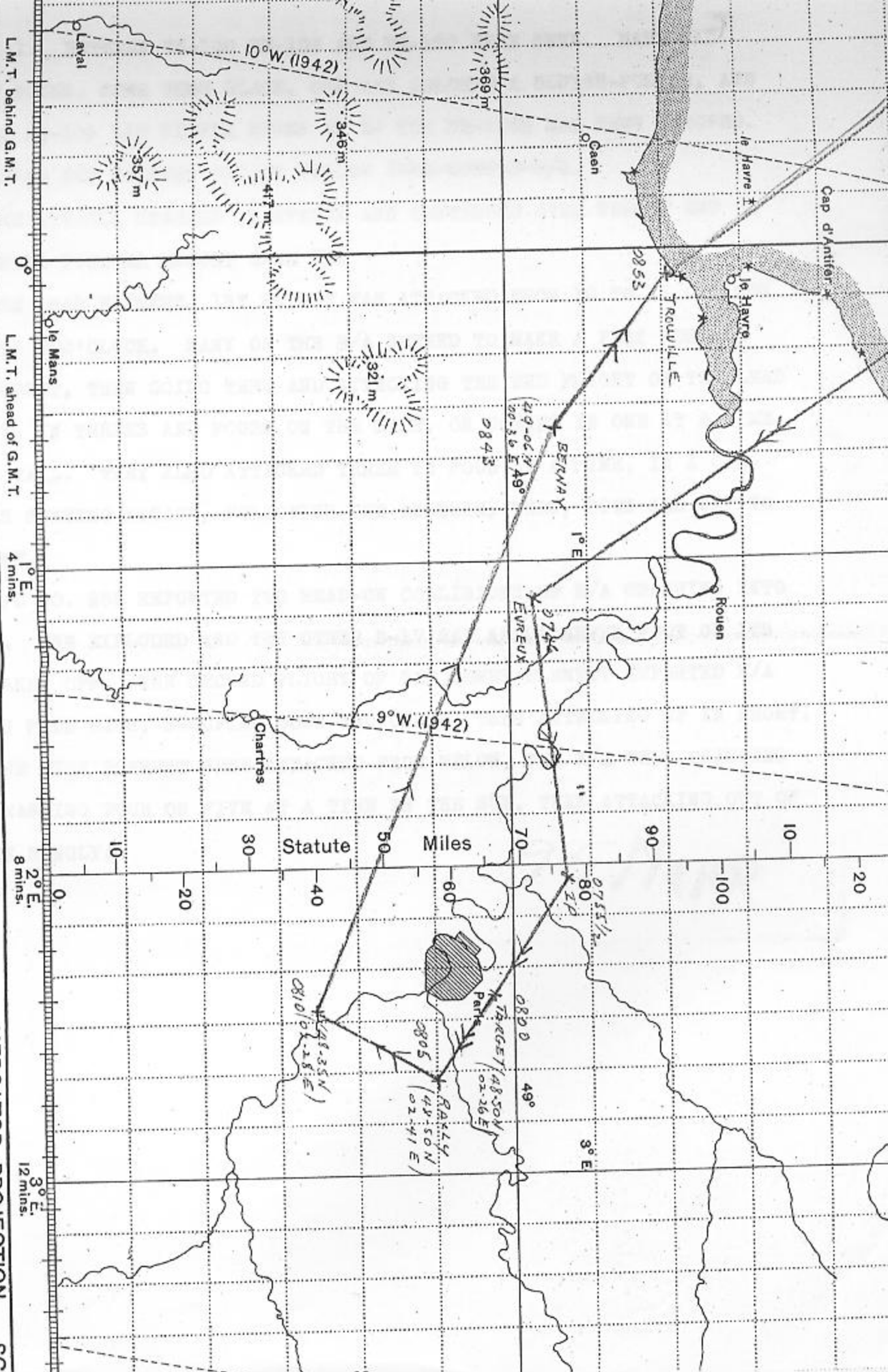
- 0500 - Take-Off.
- 0525 - Departed Horham climbing with 100th Group in position.
- 0533 - Due to overcast North of Base, unable to climb to
Splasher # 5.
- 0613 - Sighted 96th and 94th Groups.
- 0621 - Departed Splasher # 6 echeloned to left.
- 0632 - Splasher # 7 on right.
- 06 - 9943 Aborted - New ship filled in.
- 0714 - Selsey Bill.
- 0716 - B-17F lead Group returned.
- 0731 - Coast France
- 0731 - Fighters (Spits) on left.
- 0740 - Fighters German 15 first sighted increasing steadily- est.
total 35 fighters.
- 0755 - Flak.
- 0800 - Bombs away.
- 0810 - 1st Air Division.
- 0830 - B-17F trailing badly.
- 0833 - Heavy flak and accurate.
- 0837 - Hit by flak - twice.
- 0839 - Fighters on right same altitude believe to be spitfires-
OK and lots of them.
- 0850 - 100th Group overran and on top of us.
- 0915 - 96th Group 18 aircraft
94th Group 15 aircraft
95th Group 21 aircraft
- 0920 - England.

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

REPRODUCED AT THE NATIONAL ARCHIVES



MERC



MERCATOR PROJECTION SCA
 HEIGHTS SHOWN I

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

1. The 95th Bomb Group was alerted at 1755, 13 July, 1943 for a mission, with a bomb loading of 16 x 300 pound bombs (GP), 1/10 sec nose fuse and 1/100 sec tail fuse.

2. Field Order number 21 was received at 2300, 13 July, 1943. The 95th Group was set up to lead the 402nd Combat Wing in close support to the 401st Combat Wing. Twenty-one aircraft were called for. Twenty-three crews were made ready, two to turn back if not needed at point of leaving England. One aircraft failed to take-off due to a last minute malfunction of the top turret. One aircraft turned back at point of leaving English Coast, giving twenty-one aircraft over target. Two ships failed to drop bombs on the target, one due to bombardier failure, the other due to malfunction of bombing racks. No change was made in the flight plan.

3. One enemy aircraft was observed to crash head on with a B-17 of a group in the 401st Combat Wing destroying both. Another enemy fighter flew into another B-17, shearing off a section of the bombers wing. The bomber spun down. Enemy flak was heavy and accurate. Considerable battle damage was done to one aircraft from this concentration of flak.

4. The 95th bombs fell to the left and over the main point of impact. Several direct hits, however, were observed on the target, with the bulk of the bombs falling within the target area. None of our ships were lost. Fighter attacks on the 95th Group were light; several tail attacks were made, but in the main the attacks were head on in the usual manner. Group formation was fair to good. Wing formation was generally closed up to a good defensive formation.

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

1. The 402nd Combat Wing assembled on the line between Horham, Asher five and Splasher six.
2. The mission was carried out according to flight plan; all control points were met, and the rendezvous with fighters according to schedule.
3. Some of the log books are yet lacking minimum requirements.
4. No instrument failures were reported.

ELLIS B. SCRIPTURE
2nd Lt., Air Corps,
Group Navigation Officer.

1. On 14 July 1943, 22 A/C of this group proceeded on briefed course to primary target an airdrome near Bourget France. The immediate target was hanger and engine repair shops located in the westerly portion of the airdrome.
2. 21 of the A/C attacked the target at 0800 hrs. at 24,000 ft. of which 19 A/C dropped 304/350 lb. bombs in the target area.
3. Heavy A A fire was encountered at numerous points from the French Coast (Cormelles France) to Bernay, the heaviest concentrations being encountered in the target area, at Villa Coublay, Conches, Beaumont, Bernay. No A/C were lost as a result of A A fire.
4. A total of 75 to 100 E/A principally FW 190's and Me 109's and several twin engine fighters were encountered along the route from the French Coast to Evreux on the way in to Bernay on the route out. No A/C were lost as a result of action by E/A, and 12 E/A were claimed to have been destroyed, 10 probably destroyed, and 6 damaged.
5. Excellent Spitfire fighter escort was furnished from the French Coast to Evreux on the route in and from Bernay, to the French Coast on the way out.
6. 1 A/C returned early having turned back at 0651 hrs. from 10° N 00° 30' E at 19,000 ft. by reason of a mechanical failure landing at this base at 0730 hrs.
7. 2 A/C went over the target, but dropped no bombs in the target area for reasons as follows:
 - a. A/C No. 045--Failure of electric system resulting in inability to release bombs.
 - b. A/C No. 0182--Bombadier engaged over target by E/A and failed to bomb.
8. A/C 045 Jettisoned its bombs off French Coast on way back, and A/C No. 0182 Jettisoned its bombs 10 miles off French Coast on way back. 21 A/C landed at this base at 1035 hours.
9. No personnel casualties resulted from this mission.

For the Command:

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

COMBOMGP 95

XX

X

72700
TR. 2307
T.C.

14/7/43 2030 S-2

S-1. BETWEEN 75-100 ME-109 AND FW-190 WERE SEEN. MANY HAD YELLOW NOSES, SOME WERE BLACK, ONE WAS COLORED A BLUISH-PURPLE, AND SEVERAL ME-109 HAD SILVER EDGES AS IF THE DE-ICER HAD BEEN REMOVED. ONE FW-190 WAS PAINTED BRIGHT YELLOW ~~OVER ENTIRE E/A.~~

THE ATTACKS STARTED AT EVREUX AND CONTINUED OVER TARGET AND BACK UNTIL FIGHTER ESCORT CAME IN.

THE LEAD ELEMENT, 1ST FLIGHT WAS ATTACKED FROM 10 TO 11 O'CLOCK AND 1 TO 2 O'CLOCK. MANY OF THE E/A SEEMED TO MAKE A PLAY FOR THE BALL TURRET, THEN GOING THRU AND ATTACKING THE 2ND FLIGHT OF THE LEAD ELEMENT, IN THREES AND FOURS ON THE SIDE, OR COMING IN ONE AT A TIME ON THE TAIL. THEY ALSO ATTACKED THREE TO FOUR AT A TIME, IN A CONTINUOUS RUNNING ATTACK, FOLLOWING ONE ANOTHER, THRU, DOWN AND OFF TO THE LEFT.

A/C NO. 255 REPORTED TWO HEAD-ON COLLISIONS OF E/A CRASHING INTO B-17'S. ONE EXPLODED AND THE OTHER B-17 HAD ABOUT SEVEN FOOT OF ITS WING TAKEN OFF. THE SECOND FLIGHT OF THE LOWER ELEMENT REPORTED E/A CAME IN FROM HIGH, SWOOPING DOWN AND UNDER, THEN ATTACKING GP IN FRONT.

THE HIGH ELEMENT WERE ATTACKED FROM BELOW, THE E/A THEN CLIMBING HIGH, MASSING FOUR OR FIVE AT A TIME IN THE SUN, THEN ATTACKING OUT OF THE SUN SINGLY.

95. NARR

S-2. AA GUN FIRE WAS NOT ENCOUNTERED UNTIL VICINITY OF IP (CORMEILLES) WAS REACHED. HERE MEAGRE, INACCURATE GUN FIRE WAS MET. INTENSE GUN BARRAGE WAS OBSERVED OVER PARIS TO RIGHT OF COURSE. OVER THE TARGET GUNFIRE, ACCURATE AS TO ALTITUDE, WAS ENCOUNTERED (0800 - 24000 I.A.). MOST OF THIS FIRE WAS TO THE RIGHT AND TRAILING, APPEARED TO BE "SEEN CONTINUOUS FOLLOWING," AND CONTINUED UNTIL THE SECOND TURN AFTER THE TARGET. AT VILLA COUBLAY A BATTERY OF 6 GUNS IS REPORTED. AT CONEMES A BATTERY OF SIX GUNS IS REPORTED AS SETTING UP "SEEN CONTINUOUS FOLLOWING" GUN FIRE WHICH WAS ACCURATE AND INTENSE. AT BEAUMONT AND BERNAY INTENSE AND ACCURATE GUN FIRE WAS ENCOUNTERED AT 15000 FT. OVER LE HAVRE AND MONFLEUR INTENSE GUN BARRAGE WAS REPORTED.

S-3. A TOTAL OF FIVE OF OUR A/C WERE REPORTED IN DISTRESS OVER ENEMY TERRITORY BY THIS GROUP. IDENTIFYING NUMBERS FROM THESE A/C WERE NOT REPORTED NOR COULD THE GROUP WITH WHICH THEY WERE FLYING BE IDENTIFIED. THE FIRST OF THESE A/C WAS SEEN EAST OF CORMEILLES ON FIRE AND OUT OF CONTROL. NINE CHUTES WERE SEEN FROM THIS PLANE. THE SECOND WAS REPORTED JUST BEFORE THE BOMB RELEASE. THIS A/C HAD EVIDENTLY COLLIDED WITH AN E/A AS ABOUT SEVEN FEET FROM THE LEFT WING WAS MISSING. THIS PLANE WAS IN A SPIRAL WITH THE REMAINING PART OF THE LEFT WING ON FIRE AND SPEWING GAS. NO CHUTES WERE SEEN. THE THIRD A/C WAS SEEN JUST PAST THE TARGET IN A HEAD-ON COLLISION WITH AN E/A. BOTH A/C EXPLODED. IT WAS THE BELIEF THAT THE PILOT OF THE E/A WAS DEAD BEFORE THE COLLISION FOR HE HAD AMPLE TIME TO AVOID COLLIDING WITH OUR A/C. THE FOURTH A/C WAS AT DREUX WITH NUMBER ONE ENGINE BURNING AND THE A/C IN A SPIRAL. THREE CHUTES OPENED. THIS A/C WAS SEEN EXPLODING WHEN IT HIT THE GROUND. THE FIFTH AND LAST A/C IN DISTRESS WAS

REPORTED AT BERNAY FLYING AT 10000 FT. MANY GREEN FLARES WERE SEEN COMING FROM THE A/C. THIS A/C WAS ALL BY ITSELF. NO CHUTES WERE SEEN.

S-4. NONE.

S-5. NOT AVAILABLE.

S-6. AN AIRDROME WITH TWO RUNWAYS TWO MILES EAST OF CONCHES.

AN AIRDROME SOUTHEAST OF BERNAY. SHORT RUNWAYS. NO CAMOUFLAGE. COULD HAVE BEEN A DUMMY.

AN AIRDROME TWO MILES SOUTH OF HOUDAIN. FOUR PLANES WERE SEEN TAKING OFF. GOOD CAMOUFLAGE BUT COULD EASILY PICK OUT RUNWAYS AND A LARGE WHITE T SHAPED SOMETHING.

TWO LARGE HANGARS COLORED TAN AND YELLOW OBSERVED JUST NORTHEAST OF ARGENTUIL. BEEHIVE SHAPED.

BELL SHAPED CLEARING WEST OF RAMBOUILLET NOTED WITH FIVE GUN EMPLACEMENTS.

AT LE HAVRE SMOKE WAS SEEN COMING OUT OF WOODS AND ROADS LEADING INTO THEM.

BELIEVED ENEMY FIGHTERS GUNS HAD BURSTING 20 MM SHELLS BEFORE IMPACT.

ONE TRAIN OBSERVED WITH TWELVE CARS MOVING IN WESTERLY DIRECTION JUST WEST OF PARIS.

NO E/A ON A/D AT CRETON.

FIVE E/A ON A/D AT ILLIERS--LOOKED LARGER THAN FIGHTERS.

TWELVE OR EIGHTEEN NEW RED ROOFED BUILDINGS OBSERVED THREE MILES EAST AND TWO MILES INLAND AT TROUVILLE.

S-7. THE GENERAL RESULTS OF THE BOMBING WERE FAIR. MOST OF THE HITS WERE ON THE AIRFIELD ITSELF WITH ONE OR TWO POSSIBLE HITS ON THE

HANGAR. THE PATTERN WAS SCATTERED, AND NOT EXCEPTIONALLY GOOD.

S-8. NIL.

S-9. TWENTY-TWO A/C TOOK OFF AT 0500 FOLLOWING THE BRIEFED COURSE TO AND FROM THE TARGET AND LANDED HERE AT 1035. THEY REACHED THE TARGET AT 0800 AT AN ALTITUDE OF 24,000 FEET AND ON A MAGNETIC HEADING OF 135 DEGREES. THIS GROUP WAS THE SECOND OVER THE TARGET. ONE A/C NUMBER 263 FAILED TO REACH THE TARGET. IT ABORTED AT 0651 HOURS FROM $51^{\circ}10'N$ -- $00^{\circ}30'E$ AT 19,000 FEET AND LANDING ON THE FIELD AT 0730 HOURS. THIS A/C ABORTED BECAUSE OF A RUNAWAY PROP. TWO OTHER A/C, ONE NUMBERED 045 WENT OVER THE TARGET BUT FAILED TO BOMB BECAUSE THE ELECTRIC SYSTEM WOULD NOT RELEASE THE BOMBS WHICH WERE JETTISONED OFF THE FRENCH COAST ON THE WAY BACK, THE OTHER A/C NUMBERED 0182 FAILED TO BOMB ALTHOUGH HE WAS OVER THE TARGET, BECAUSE AT THAT TIME THE BOMBARDIER WAS TOO BUSY WITH E/A. THESE BOMBS WERE JETTISONED TEN MILES OFF THE FRENCH COAST ON THE WAY BACK.

DECLASSIFIED
 Authority NND 745005
 By MF NARA Date 7/29/97

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

HEADQUARTERS
 VIII BOMBER COMMAND
 A. P. O. 634

Bomber Command Narrative of Operations
 Day Operation - 14 July 1943
 Mission No. 73

TARGETS: Villacoublay, Le Bourget, and Amiens/Clisy.

Out of 259 B-17s dispatched, 201 succeeded in bombing enemy installations at Villacoublay, Le Bourget, and Amiens. Both strike and P.R.U. pictures show bombing results to be good. The B-17s encountered moderate to strong e/a opposition. Excellent fighter support was furnished by P-47s and Spitfires. 8 B-17s were lost and claims against e/a are 65 - 34 - 50.

Group	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	(Attacking)	(Abortive)	(Lost)	(Lost)		(Killed)	(Wounded)	(Missing)
			A.	B.					
VILLACOUBLAY									
92	15 ^y	8 ^y	7	0	0	1-0-1	0	0	0
303	19	18	0	1	1	0-0-0	1	0	0
305	20	19	0	1	1	4-3-9	0	0	11
306	24	23	1	0	0	6-3-5	0	3	0
379	20	19	1	0	0	3-0-1	0	0	0
384	18	14	3	1	1	1-1-0	0	0	10
	116 ^y	101 ^y	12	3	3	15-7-16	1	3	21
LE BOURGET									
94	19	13	3	3	4	12-11-6	0	4	41
95	22	19	2	1	0	5-5-14	0	0	0
95	21	16	5	0	0	17-7-7	0	6	0
100	22	4	18	0	0	7-4-5	0	6	0
	84	52	28	4	4	41-27-32	0	16	41
AMIENS									
91	20	18	2	0	0	0-0-0	0	0	0
351	20	18	2	0	0	2-0-0	0	0	0
381	24	17	2	5	1	7-0-2	6	3	10
	64	53	6	5	1	9-0-2	6	3	10
TOTALS	264 ^y	206 ^y	46	12	8	65-34-50	7	22	72

Abortive A - Mechanical, equipment or personnel failures.
 B - Weather, recall, spares or enemy action.
 y - Includes 5 YB-40s.

PART I - Villacoublay

BOMBING RESULTS: 96 B-17s of 1st Wing dropped 810 x 500 GP fused 1/10 sec. nose 1/100 sec. tail and 600 x 100 IB with excellent results on the aircraft repair and assembly shops and airfield at Villacoublay from 21,500-25,000 ft. at 0811-0815 hrs.

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

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

P.R.U. photographs show that severe damage has been inflicted on a large double hangar, two workshops and four single hangars on the eastern edge of the field. This damage appears to have been the result of fire but the concentration of craters in the vicinity is so great that some may be the result of H.E. blast and fire. The center section of a large triple hangar appears to have received 3 direct hits. In the double hangar which was demolished and the adjoining workshop which was partly demolished the remains of 14 a/c can be seen among the debris. Of 15 a/c seen on the bombed area of the field at the time of the strike, 11 are seen in P.R.U. photographs near craters and probably sustained blast damage. In the area containing the JU-52 hangars and repair shops 1 double hangar received a possible hit and certain blast damage, 2 smaller buildings received direct hits, and a large open area containing supplies (possibly fuselages) sustained a direct hit. In addition to 420 craters seen within the boundaries of the airfield, a further 30 bombs fell on the possible bomb store in the woods east of the airfield.

REASONS FOR FAILURE TO BOMB: 15 a/c failed to bomb - 6 for mechanical and equipment trouble, 6 because lead plane in one group failed to bomb, and 3 because of enemy action (2 were lost before target and one suffered battle damage to electrical system).

ENCOUNTERS: 40-50 e/a were reported, most being FW-190s and ME-109s with a few ME-110s, ME-210s, and JU-88s. A majority of the attacks, which began at St. Leger at 0810 hrs. and continued until 0900 hrs. at the French coast, were from the tail with the e/a coming in from above and diving under the bombers. FW-190s were reported to be silver-green, one with red nose and tail, several with yellow noses and tails, one black, one with a white cowling, one with a red and white striped rudder, and one light blue. One blue-gray ME-109 was reported and another was seen with checkered wings.

CASUALTIES: Personnel - 4 killed, 3 slightly wounded, and 21 are missing. Air Sea Rescue Service picked up crew of B-17 which ditched 30 miles off Shoreham.
Equipment - 1 a/c lost to flak, 1 to e/a, and 1 for reasons unknown.
Estimated Battle Damage - 36 category "A" and 2 category "AC".

FLAK: At Villacoublay flak was reported moderate to intense and accurate. Flak heavy and light, was reported almost continuous from target out to coast, with the following locations listed: Evreux, Trouville, Le Havre, Bernay, Yvetot, Corbeil, Honfleur, Etampes, Chartres, Fecamp, Bolbec, Montfort, Rouen, Prey, Dreux, Conches Thiberville and Elbeuf.

FIGHTER SUPPORT: 90 Spitfires made rendezvous with the first and second formations of B-17s near Fecamp and furnished cover to the Evreux area, on their journey in towards the target. Small formations of e/a were encountered; combats resulted in one FW-190 probably destroyed. One Spitfire and pilot are missing. Withdrawal cover from near Bernay was furnished by 151 Spitfires. Engagements with e/a resulted in 3 FW-190s destroyed and 1 probably destroyed. One Spitfire and pilot are missing.

ORDERED ROUTE: Selsey Bill, to 10 miles NW. of Fecamp, to Fecamp, to Evreux, to St. Leger, to target, to Corbeil, to Etampes, to Bernay, to 50°10'N-01°40'W, to St. Catherine's Point.

WEATHER: Route Out:- There was 2 to 3/10 stratocumulus across the channel and

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

over France with 5 to 6/10 altocumulus at 10,000 feet over England increasing to 6 to 7/10 over the channel and breaking to a trace to 2/10 over France. There was also 1 to 2/10 cirrus at 25,000 feet over the entire route. Visibility was 6 to 8 miles over the channel and increasing to 20 miles over France. Target: Both primary and secondary had nil to 2/10 stratocumulus with top estimated 5,000 feet; nil to 2/10 medium cloud at 10,000 feet and 1/10 to 3/10 cirrus above 25,000 feet. Visibility downward was 20 miles. Route Back: There was 2 to 3/10 stratocumulus with tops 6,000 feet over the channel becoming 5 to 7/10 cumulus, base 2,500 feet, tops 8,000 feet over England; 6 to 8/10 altocumulus at 8,000 feet, top 10,000 feet, and 2 to 4/10 cirrus at 25,000 feet. Visibility was 6 to 8 miles over England.

OBSERVATIONS: Two large explosions were seen near Evreux and Caen. Clouds of smoke were observed at Rouen. There was a heavy concentration of flak from a small wood just north of Le Havre

PART II - Le Bourget

BOMBING RESULTS: 52 B-17s of 4th Wing dropped 819 x 300 GP fused 1/10 sec. nose 1/100 sec. tail with fair results on the Le Bourget airfield and aircraft storage depot from 21,500 - 25,000 ft. at 0750-0820 hrs. P.R.U. photographs show in the near vicinity of the airfield at least 210 craters which are mainly concentrated along either side of the perimeter track between the group of double hangars in the NW. corner and the 5 large hangars in the E. corner of the airfield. 2 of the 5 large hangars on the E. side of the airfield have suffered fairly extensive roof damage and at least 2 near misses suggest probable blast damage. The taxi tracks and servicing tarmacs in this area show a number of craters. Three smaller buildings due E. of these large hangars have also been considerably damaged by direct hits, 2 of them being about half demolished.

REASONS FOR FAILURE TO BOMB: 32 a/c failed to bomb - 19 because of mechanical or equipment failures; 8 because load plane failed to release bombs; 3 lost before reaching target and 2 because of personnel failures.

ENCOUNTERS: Enemy fighter opposition was intense with a total of 75-85 FW-190s and ME-109s reported attacking. The initial attack was made by 30-35 c/a shortly after the fighter support left the formation. The 94th flying as low group received the brunt of this attack and also the brunt of other attacks which continued over the target and back out until fighter support was picked up again. The attacks were made from formation with the c/a breaking formation just out of range and attacking in pairs and groups of 4-6. The majority of these attacks were from out of the sun, in groups of 2-6 abreast and in train.

FLAK: Meagre to moderate flak, for the most part inaccurate, was encountered near Cormeilles, over the target and intermittently back to the French coast. Intense barrage type fire was seen over Paris. At Villacoubly, Conches, and Fauville fire was meagre but accurate. At the coast an intense barrage was seen over Le Havre.

CASUALTIES: Personnel - 7 seriously wounded, 9 slightly wounded, and 41 missing. Equipment - 4 B-17s were lost to c/a. Estimated Battle Damage - 33 category "A", 7 category "AC".

FIGHTER SUPPORT: Same as described in Part I.

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

V.H.F. (1) CHANNEL "C" 11 GROUP GUARD. LEADER AND
DEPUTY LEADER ONLY WILL TURN ON V.H.F

(2) VHF CALL SIGNS:

BOMBERS - "WINDBAG"

GROUND SECTOR CONTROL - "PETRO"

(3) R/T CODE WORD FOR RECALL - "BIGDAY"

JAY BEAMS: NONE

SPLASHER BEACONS:

6A, 7B, 8C, 10E, 11F, 13G, AND 15H IN OPERATION DURING
ENTIRE MISSION. ALSO 9D.

CALL SIGNS W/T

(1) 4TH BOMB WING COLLECTIVE "1YB"

(2) 4 BOMB WING GROUND STATION "M6J" 3485 KC/S

(3) 94 GROUP "YW3"

(4) 95 GROUP "090"

(5) 96 GROUP "U7X"

(6) 100 GROUP "AT3"

(7) 1ST BOMB WING COLLECTIVE "CC9"

AUTHENTICATING GROUP SPARE GROUP 18

COMMAND R/T COLLECTIVE CALL SIGNS

(1) 4TH BOMB WING "ZOOTSUIT"

(2) 94 GROUP "ZOOTSUIT" ONE

(3) 95 GROUP "ZOOTSUIT" TWO

(4) 96 GROUP "ZOOTSUIT" THREE

(5) 100 GROUP "ZOOTSUIT" FOUR

"GEE" INFORMATION/

(A) SOUTHERN CAROLINA CHAIN ON GRADE "A" 9034-589, 748V

H UOV

OPERATION DURING ENTIRE MISSION.

(B) EASTERN WYOMING CHAIN ON GRADE "A" OPERATION DURING
ENTIRE MISSION

FIXES WILL BE OBTAINED BY DIVISION LEADER ON MULTIPLES OF
15 MINUTES, BEGINNING AT ZERO HOUR PLUS 80 MINUTES. CALLSIGN
TO BE USED: 5VU

AIR DIVISION LEADER WILL PROMPTLY RADIO TO AIR DIVISION
TARGET ~~XXXXXXXXXX~~ BOMBED. IF MISSION IS ABANDONED THAT

VIA HRM - PASS TO C.O. 96 GP - C.O. 403 C.W.

- HRM - TAF VIA HRM - SNT V THE NR 05 132155B URGENT SECRET
BW Y59E 13TH JULY 1943
IN CLEAR BY AUTHORITY LT. COL. PRESTON.

BOMB WING FIELD ORDER NO. 21.

A. FIGHTER SUPPORT:

ROUTE OUT- 4 SQDNS OF SPIT IX'S TO RENDEZVOUS WITH 4
BW AT 22,000 FEET, 10 MILES N.W. OF FECAMP TO FURNISH ESCORT
TO EVREUX.

ROUTE BACK: - 9 SQDNS OF SPIT V'S (CLIPPED WINGS) TO
RENDEZVOUS WITH 4 BW AT BERNAVY AT 13,000 FEET BASE ALTITUDE
FOR WITHDRAWAL.

B. DIVERSIONS: NONE

C. ACTIVITY OF FRIENDLY A/C:

FIRST WING (MAIN EFFORT) WILL FOLLOW 4 BW OVER ENGLISH
COAST BY TEN MINUTES - TARGET Z-204. FIGHTER SUPPORT SIMILAR
TO THAT GIVEN 4 BW. FIRST WING (SECONDARY EFFORT) WILL
DEPART BEACHY HEAD AT ZERO HOUR - TARGET Z-145.

D. TARGETS: PRIMARY:

Z-249

96 GP, 94 GP. MPI 6948 S 899/6

95 GP, 100 GP. MPI 2948 S 899/6

SECONDARY Z 338

XIKO ILLUSTRATION S 1588/5

96, 94 GPs. MPI 9394

95 GP. MPI 11663

100 GP. MPI 2131

LAST RESORT Z-513 DISPERSAL AREAS OR PARKED A/C
(THERE WILL BE NO INDESCRIMINATE BOMBING)

E. FORCE REQUIRED: ALL GPs 21 A/C EACH.

F. WING ASSEMBLY LINE:

SPLASHER NO. 6. 14,000 FEET ZERO HOUR MINUS 55 MINUTES

SPLASHER NO. 7. " " ZERO HOUR MINUS 41 MINUTES

ACTIVITY OF FRIENDLY A/C:

FIRST WING (MAIN EFFORT) WILL FOLLOW 4 BW OVER ENGLISH COAST BY TEN MINUTES - TARGET Z-204. FIGHTER SUPPORT SIMILAR TO THAT GIVEN 4 BW. FIRST WING (SECONDARY EFFORT) WILL DEPART BEACHY HEAD AT ZERO HOUR - TARGET Z-145.

TARGETS: PRIMARY:

Z-249

96 GP, 94 GP. MPI 6948 S 899/6
95 GP, 100 GP. MPI 2948 S 899/6

SECONDARY Z 338

XXKO ILLUSTRATION S 1588/5

96, 94 GPs. MPI 9394
95 GP. MPI 11663
100 GP. MPI 2131

LAST RESORT Z-513 DISPERSAL AREAS OR PARKED A/C (THERE WILL BE NO INDESCRIMINATE BOMBING)

FORCE REQUIRED: ALL GPS 21 A/C EACH.

WING ASSEMBLY LINE:

SPLASHER NO. 6. 14,000 FEET ZERO HOUR MINUS 55 MINUTES
SPLASHER NO. 7. " " ZERO HOUR MINUS 41 MINUTES

ROUTE OUT:

SPLASHER NO. 8. ZERO HOUR MINUS 23 MINUTES
SPLASHER NO. 9. ZERO HOUR MINUS 10 MINUTES
SELSEY BILL ZERO HOUR
0019 4953-0219E ^{FIGHTER 13,000} _{RENDZVOUS 22,000} FEET ZERO HOUR PLUS 18 MINUTES
E BVREUX ZERO HOUR PLUS 35 MINUTES
4907-0202E I.P. (CORMEILLES) ZERO HOUR PLUS 44 MINUTES
TARGET ZERO HOUR PLUS 49 MINUTES

AXIS OF ATTACK: 128 DEG. MAG. (APPROX)

RALLY POINT: (4850-03 0241E)

ROUTE BACK:

4850 + 0241E ZERO HOUR PLUS 53 MINUTES
4835 - 0228E ZERO HOUR PLUS 59 MINUTES
BERNAY (FIGHTER RENDEZVOUS) (14,000 FT) ZERO HOUR PLUS 90 MINUTES

SUBJECT: Meteorological Interrogation Summary for Mission of 14 July 1945.

TO: Commanding Officer, Headquarters, 95 Bomb Group (H), APO 634.

1. **Take-Off:** Time was 0500 hours. The cloud over the base was 4/10 cirrus above 25,000 feet and 2-4/10 altostratus at 2-10,000 feet. The visibility was about 5 miles.
2. **Route Out:** Conditions were unchanged from the base to the English coast, then becoming 9-10/10 altostratus at 2-10,000 feet over the channel and breaking rapidly at the French coast to scattered cumulus at 3000 feet. From five miles from the French coast to the target, there were no clouds and the visibility was unlimited.
3. **Target:** Time was 0800 hours. Conditions were clear with visibility unlimited. Temperature at 24,000 feet was -23° C.
4. **Route Back:** Clear with visibility unlimited from the target to the French coast becoming 3-6/10 altostratus at 2-10,000 feet over the channel and 4-5/10 cirrus above 25,000 feet. From the English coast to the base there was 5-6/10 cumulus and heavy swelling cumulus with bases at 3000 feet top as high as 10,000 feet. The visibility was unlimited.
5. **Base on Return:** Time was 1030 hours. 5-6/10 cumulus and heavy swelling cumulus with bases at 3000 feet. Visibility was unlimited.
6. **Remarks:** The forecast was very good except no clouds on the Continent. Winds were more southerly and a bit stronger than forecasted. Communication trails were exactly as forecasted.

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