

HRM. V THE NR THE 3/1 1640B

P&ES 95=100 B. GROUPS =402 C. WING
SENT IN CLEAR AUTHORITY LT. COL. PRESTON

4BW Y73E 16-7-43

ADVANCED WARNING TO 4TH WING FIELD ORDER NO.24.

- 1. FORCE REQUIRED : MAXIMUM EFFORT.
- 2. BOMB LOADING : 95, 96, 100 GPS:- 10X500LBS G.P. 1/10 NOSE
1/40 TAIL FUSE.
385, 388 GPS:- 10X500LBS G.P. 1/10 NOSE, 1/100 TAIL FUSE.
94 GP:- 40XM47A1 W - M, 126 FUSE

3. TARGETS:

MAIN EFFORT:

PRIMARY: GY 4678 MPI 58353 (C) 3/6

SECONDARY: GY 4761 MPI 54443 (C) 11/8

LAST RESORT: ANY TARGET OF OPPORTUNITY IN THE AREA.

SECONDARY EFFORT: (385 AND 388 GPS)

PRIMARY: ZH 29 A MPI 3658 S 29/12

DO NOT BOMB UNLESS TARGET IS SEEN.

SECONDARY: NONE

LAST RESORT: NONE

COBOMWIG FOUR

HOLD

R.A. VA+

THE R..... 16/ 1950B WCP K

JUL 16 1943 20 00

886

D. ROUTE OUT:

CROHER

5000-0700 E

5420-0740 E

5470-0720 E

5770-0640 E

5800-0637 E

5800-0623 E

5800-1032 E

(COTTENDORF)

(SUNNEVERDINGEN)

(EISENGUTTEL)

(LIP - LOREN)

2,000 FT

ZERO HOUR

BOMBING ALT.

END OF MESSAGE

ALTITUDE

COBOMWIG FOUR

SECRET**(EQUALS BRITISH MOST SECRET)**

4TH BOMB WING FIELD ORDER NO 24A

2. A. FIGHTER SUPPORT:
8 SQDNS P-47'S FROM 5 MILES NORTH OF IJMUIDEN TO TARGET
AND RETURN TO ENGLISH COAST.
- B. DIVERSIONS:
MAIN EFFORT ON TARGET GY4678 SUPPORTING DIVERSION BY
GROUND AIR SUPPORT COMMAND
2. A. TARGETS: PRIMARY : ZH 29A MPI 364 S 29/12
REPEAT ZH 29A MPI 3+48 S 29?12
SECONDARY: NONE
LAST RESORT: NONE
NO INDISCRIMINATE BOMBING
- B. FORCE REQUIRED: MAXIMUM EFFORT - 21 A/C PER GP.
- C. WING ASSEMBLY LINE:
SPLASHER NO 6 10,000 FT ZERO HOUR PLUS 29 MIN
SPLASHER NO 5 (CROMER) 10,000 FT ZERO HOUR PLUS 45 MIN
- D. ROUTE OUT:
CROMER 10,000 FT ZERO HOUR PLUS 45 MIN
5330-0410 E AT 22,000 FT
5240-0420 E AT 22,000 FT
5 MILES NORTH IJMUIDE (FIGHTER RENDEZVOUS) ZERO HOUR PLUS
104 MIN
TARGET ZERO HOUR PLUS 113 MIN
- E. AXIS OF ATTACK: 120 DEGS. APPROX
- F. RALLY POINT: 5213-0456
- G. ROUTE BACK: TARGET
5213-0456 E
LOWESTOFT
BASES
- DESCENT TO MINIMUM ALTITUDE WILL BEGIN AT HALF WAY ACROSS
CHANNEL
- H. BOMBING ALTITUDE WILL BE REACHED AT 5330-0410E
- I. BOMBING ALTITUDES
388 GP - 22,000 FT
385 GP - 21,000 FT
- E. A. THE 403RD COMBAT WING CONSISTING OF THE 388 AND 385
GPS WITH THE 388 GP LEADING WILL FORM ONE COMBAT WING.
THEY WILL ASSEMBLE OVER GREAT ASHFIELD AT 5000 FT.
- X. (1) BOMB LOADING: ALL A/C 10 X 500 LB GP WITH 1/10 SEC NOSE
AND 1/100 SEC TAIL FUSE
(2) ZERO HOUR: 0645 D.S.T. 17, JULY 43
(3) INTERVALOMETER SETTING 30 FT
(4) CLIMB AT 300 FT/MIN 145 IAS
(5) CRUISE 155 IAS
4. NORMAL
5. SEE 4BW FIELD ORDER 24.

COBOMWIG FOUR

HOLD+
CC

IN 29 R. INSERT TIMES AFTER LINE 4
5330-0410 E AT 22,000 FT ZERO HOUR PLUS 87 MIN
5240-0420 E AT 22,000 FT ZERO HOUR PLUS 101 MIN
CC TIME AFTER TARGET TO READ 108 MIN NOT 113 AS SENT
INSERT TIME AFTER F. RALLY POINT 5213-0456 ZERO HOUR PLUS 113 MIN

IG9 DELETE TARGET INSERT AFTER 5213-0456 E ZERO HOUR PLUS 113 MIN
INSERT AFTER LOWESTOFT 14,000 FT ZERO HOUR PLUS 158 MIN
PRIMARY TARGET: ZT 29A MPI 3648 S 29/12 RPT ZH 29- .08 3648 S29/12

REEVA

TRM / R 17/0303B DMD VA QQ

905

P

E. SPLASHER BEACONS 3A, 4B, 5C, 6D, 7E, 8F, 9G, AND 10H IN OPERATIONS ON DURING ENTIRE MISSION.

F. AUTHENTICATION: SPARE GROUP NO 26

G. CALL SIGNS COMMAND R/T	
MAIN EFFORT:	FRANKLIN
95 GROUP	FRANKLIN ONE
100 GROUP	FRANKLIN TWO
96 GROUP	FRANKLIN THREE
94 GROUP	FRANKLIN FOUR
SECONDARY EFFORT:	
385 GROUP	ZOOTSUIT
388 GROUP	ZOOTSUIT ONE
	ZOOTSUIT TWO

H. GEE INFORMATION: EASTERN WYOMING CHAIN ON GRADE 'A' OPERATION DURING ENTIRE MISSION.

I. COLLECTIVE CALL SIGNS:

4TH BOMB WING GROUND STATION M6J' (3485 KC/S)

ALL 4TH WING AIRCRAFT IN FLIGHT '1YB'

COLLECTIVE CALL MAIN EFFORT '5VU'

COLLECTIVE CALL SECONDARY EFFORT 'V1J'

94 GROUP	'YW3'
95 GROUP	'090'
96 GROUP	'U7X'
100 GROUP	'AT3'
385 GROUP	'KY6'
388 GROUP	'JP6'

J. AIR DIVISION LEADERS WILL PROMPTLY RADIO AIR DIVISION GROUND STATION TIME AND TARGET BOMBED. IF MISSION IS ABANDONED NOTIFY WING GROUND STATION OF TIME. SECONDARY EFFORT WILL NOTIFY CXXX VIA VHF THE GROUND SECTOR CONTROL AND THE 4TH WING GROUND STATION OF NEW TIME TO FIGHTER RENDEZVOUS.

K. MAIN EFFORT: FIXES WILL BE OBTAINED BY AIR DIVISION LEADERS ON MULTIPLES OF FIFTEEN MINUTES, BEGINNING AT ZERO HOUR PLUS 240 MINUTES. USE COMBAT WING COLLECTIVE CALL SIGN

XXXXXXXXXXXXXXXXXX:
SECONDARY EFFORT: FIXES SAME AS MAIN EFFORT BUT AT ZERO PLUS 115 MINUTES

*Lead
Thompson Abbotts* *0830*
Jul 17, 1943

34

STAND BY FOR THE OPS URGENT B/CAST
BSE PASS 94 GP - 385 GP AND 401 C.W.
HRM PASS 95 GP - 1)

BSE PASS 94 GP - 385 GP AND 401 C.W.
HRM PASS 95 GP - 100 GP AND 402 C.W.
SNT PASS 96 GP - 388 GP AND 403 C.W.

BSE - HRM - SNT V THE OPS NR 1 170815 URGENT SECRET
IN CLEAR AUTHORITY LT.COL. PRESTON. Y76E 17TH JULY 43.

TO CO .94, 95, 96 , 100 , 385, 388 GPs AND 401, 402, 403 C.W.

ANNEX 1 TO 4TH BOMB WING FIELD ORDER NO 24

ZHANGE ZERO HOUR TO 0715 REPEAT ZERO HOUR 0715

TOD 0830/17 JPQ
CC CHANGE ZERO
O
XTHE R 170840B JFS VA

HOLD+
CC

IN 29 R. INSERTTIMES AFTER LINE 4
5330-0410 E AT 22,000 FT ZERO HOUR PLUS 87 MIN
5240-0420 E AT 22,000 FT ZERO HOUR PLUS 101 MIN
CC TIME AFTER TARGET TO READ 108 MIN NOT 113 AS SENT
INSERT TIME AFTER F. RALLY POINT 5213-0456 ZERO HOUR PLUS 113 MIN

IG9 DELETE TARGET INSERT AFTER 5213-0456 E ZERO HOUR PLUS 113 MIN
INSERT AFTER LOWESTOFT 14,000 FT ZERO HOUR PLUS 158 MIN
PRIMARY TARGET:ZT 29A MPI 3648 S 29/12 RPT ZH 29- .08 3648 S29/12

REEVA
TRM / R 17/0303B DMD VA QQ

CORRERTIONS TO FIELD ORDER NO 24 DELIVERED BY COURIER

IN235%83D
HORHAM

N 1ST FIELD ORDER CC IN 2. D. ROUTE OUT: CC 4TH LINE TO READ
5500-0640 NOT 5349-0640 AS SENT
CC 6TH LINE TO READ 5349-0854 NOT 5249-0854 AS SENT
SORRY 7TH LINE
CC IN 2. G. LINE 2OTTERNDORF (5349-0854 E)
IN SAME PARA CC DESCENT TO MINIMUM ALTITUDE WILL BEGIN AT
OTTERNDORF
(5349-0854 E ON ROUTE OUT)

DDXSEKXXX

"J" FORM

STATION HORHAM
DATE JULY 17, 1943
TIME _____

1. Total No. A/C in each Sqdn: Letters/Numbers are:
 Sqdn. 334 A/C: H, C, K, B, G, A, L
 Sqdn. 335 A/C: O, T, X, S, P, Y, Z
 Sqdn. 336 A/C: E, C, B, E, E, X, X, X
 Sqdn. 412 A/C: X, T, Y, S, Q
2. Target: GY4678, GY4761, target of opportunity
3. Operational call sign of each sqdn:
 Sqdn. 334 Sign L1P Sqdn. 336 Sign RJ7
 Sqdn. 335 Sign L1P Sqdn. 412 Sign RJ7
4. Taxi Time 1st A/C 05:40 Hrs. T.O. Time 1st A/C 05:50 Hrs.
 E. T. D. Over field 06:13 Hrs.
5. Time: 0645 Height: 2000' Place of crossing English Coast: Out: CROMER
6. Time: 1029 Height: 24,000 Recrossing enemy coast: OTTERNDORF (53-49N -08-59E)
7. Time: 1140 Height: 2000' Place of crossing Coast: In: CROMER
8. E.T.R. 1256 Hrs.
9. LF/DF Section D
10. Bomb load of each A/C: 10 X 500 No nose No tail
 Squadron: _____ Squadron: _____
 Squadron: _____ Squadron: _____
11. Fuel load of each A/C: 2300
12. COMPOSITE GROUP:
13. 95TH GROUP:

JUL 17 1943 21 27

COBOMWG 4

Mission #17

Y329D

X

TR 2127

COBOMGP 95

X

TC

NR

17/7/43 2000 S-2

S-1. APPROXIMATELY 50 S.E. E/A, MOSTLY ME 109'S, TOGETHER WITH FIVE TO TEN FW 190'S, AND SEVERAL T.E. E/A, BEING ME 110'S WITH ONE JU 88, WERE ENCOUNTERED ON THIS MISSION. SOME WERE CAMOUFLAGED MOTTLED GREEN-GRAY, SOME SILVER AND SOME BLACK. GREEN AND RED SPINNERS WERE OBSERVED AND SOME E/A HAD WHITE STRIPES AND SOME HAD YELLOW STRIPES AROUND FUSELAGES. THE FW 190'S APPEARED TO BE NEW.

E/A WERE FIRST ENCOUNTERED IN VICINITY OF 54°10'N-07°30'E AND ENGAGEMENTS CONTINUED APPROXIMATELY THIRTY-FIVE MINUTES.

MOST OF E/A SAT OUT OF RANGE ON BOTH SIDES AND TO PEAK OF FORMATION AND ATTACKED IN GROUPS OF UP TO FIVE E/A WHICH WOULD GO AHEAD, CIRCLE, AND ATTACK HEAD ON FROM LEVEL TO ABOVE. E/A WOULD WEAVE IN FROM FRONT ABOVE WITHOUT TURNING OVER UNTIL THEY PASSED UNDER OUR A/C THEY WERE ATTACKING. AFTER PASSING UNDER THEY WOULD TURN AND MAKE TAIL ATTACKS ON OTHER ELEMENTS OF OUR A/C. SOME E/A APPEARED TO AVOID FRONTAL ATTACKS.

S-2. AA FIRE WAS ENCOUNTERED FROM ISLANDS IN THE NORTHERN PART OF THE FRISIAN GROUP, BUT IT WAS MEAGRE, INACCURATE, AND OUT OF RANGE. A FEW SHIPS IN A CONVOY BETWEEN THE FRISIAN ISLANDS AND HELIGOLAND FIRED INACCURATELY AND MEAGRELY WITH HEAVY GUNS.

A DEFENSIVE BARRAGE WAS THROWN UP FROM THE ISLAND OF HELIGOLAND; IT WAS MODERATE AND OUT OF RANGE.

S-3. NIL.

S-4. NIL.

S-5. NOT AVAILABLE.

S-6. SEVERAL INSTANCES OF AIR-TO-AIR BOMBING WERE OBSERVED. E/A, APPARENTLY ME 109'S, CAME IN HEAD ON AND ABOVE TO ABOUT 500 YARDS, DROPPED THEIR BOMBS, AND THEN DOVE THROUGH THE FORMATION. THE AERIAL BOMBS LEFT A TRAIL OF WHITE SMOKE. THE BURSTS, WHICH WERE BLACK, WERE SEEN BOTH ABOVE AND BELOW THE FORMATION. ONE BOMB WAS SEEN TO EXPLODE NEAR THE WAIST WINDOW OF A B-17 CAUSING A VIOLENT EXPLOSION OF THE B-17 ITSELF.

THREE CONVOYS WERE REPORTED OFF THE FRISIAN ISLANDS. A CONVOY OF SIX TO TWELVE SHIPS, PROBABLY FREIGHTERS ALTHOUGH ONE REPORT STATED THEY WERE ONE AIRCRAFT AND SEVEN DESTROYERS, WAS AT APPROXIMATELY 54°05'N-07°50'E HEADING SOUTHWEST. A SMALLER CONVOY OF FOUR OR FIVE SMALL SHIPS WAS SEEN AT APPROXIMATELY 54°55'N-06°30'E. A THIRD CONVOY OF ABOUT FIVE SHIPS WAS OBSERVED AT APPROXIMATELY 53°53'N-03°55'E. THIS CONVOY WAS FLYING BALLOONS. A SUBMARINE HEADING NORTH WAS SIGHTED AT 0655 AT 53°18'N-01°54'E.

FIVE B-17'S WERE SEEN GOING DOWN. ONE B-17 WAS BELIEVED TO BE LOST AS A RESULT OF AIR TO AIR BOMBING AT 54°50'N-06°50'E. THE SHIP LOST ALTITUDE AFTER THE EXPLOSION, THE BOMBS WERE JETTISONED, AND IT DISAPPEARED INTO THE CLOUD BANK IN A STEEP DIVE WITH NINE E/A ATTACKING IT. A B-17 WAS SEEN GOING DOWN ON FIRE OFF CUXHAVEN (54°08'N-05°44'E). TEN CHUTES WERE REPORTED. ANOTHER B-17 WENT DOWN AT 54°55'N-06°30'E WITH NO. ONE AND NO. TWO ENGINES ON FIRE. NO CHUTES WERE SEEN. TWO B-17'S WENT DOWN INTO THE CLOUD DECK AT 54°04'N-05°22'E and 53°58'N-

05°00'E BUT WERE LATER SEEN JUST ABOVE THE CLOUDS FOLLOWING THE FORMATION.

AN ALL-WHITE TWIN ENGINE PLANE WAS SEEN.

FIVE ENEMY FIGHTERS WERE SEEN DIVING IN THE DIRECTION OF HELIGOLAND--PRESUMABLY TO AN AIRFIELD THERE.

20MM CANNON WERE BURSTING BEFORE IMPACT ON MANY OCCASIONS.

ONE REPORT STATED THAT APPARENTLY AN ENEMY FIGHTER HAD A TAIL GUN AS GUN BURSTS WERE SEEN FROM THE FIGHTER TAIL AFTER HE HAD MADE A PASS AT A B-17.

A B-17 WAS SEEN TO COME UP BELOW THE GROUP AND TURN BACK INTO GERMANY WHEN THE FORMATION TURNED.

S-7. DID NOT BOMB.

S-8. NIL.

S-9. TWENTY-THREE A/C TOOK OFF FROM THIS BASE AT 0552 FOR A TARGET AT HAMBURG, GERMANY. NINETEEN OF THESE A/C FOLLOWED THE BRIEFED COURSE TO A POINT ABOUT FORTY-FIVE MILES EAST OF THE ENGLISH COAST WHERE THEY TURNED BACK TO THE COAST AND PROCEEDED ONCE AGAIN FOR THE TARGET. THE REASON FOR THIS TURN-BACK WAS CAUSED BY FOURTH WING ADVISING AFTER TAKE-OFF THAT ZERO HOUR HAD BEEN ADVANCED THIRTY MINUTES. AT 0915, FLYING AT ABOUT 24,000 FEET AT COORDINATES 54°44'N-06°56'E, A DECISION WAS MADE TO ABANDON THE MISSION BECAUSE OF A STRONG UNDERCAST WHICH PREVENTED VISIBILITY. AT 55°00'N-06°40'E FROM 22,000 FEET AT 0922 THE TURN WAS MADE AND THE A/C RETURNED TO THEIR BASES. NINETEEN LANDED HERE AT 1110. THE TARGET WAS NOT REACHED NOR WERE ANY OF THE BOMBS DROPPED ON TARGETS OF OPPORTUNITY. OF THESE NINETEEN A/C ALL BROUGHT THEIR BOMBS BACK. FOUR A/C RETURNED EARLY. A/C NO. 943

ABORTED AT 54°20'N-05°00'E FROM 16,000 FEET AT 0820 HOURS BECAUSE OF A RUNAWAY PROP. A/C NO. 418 ABORTED AT 0805 HOURS FROM 54°N-03°30'E AT 13,000 FEET BECAUSE OF ILLNESS OF TOP TURRET GUNNER. A/C NO. 3194 ABORTED AT 0700 HOURS FROM 53°07'N-01°49'E AT 4,500 FEET BECAUSE OF A RUNAWAY PROP. A/C NO. 226 ABORTED AT 0825 HOURS FROM 54°19'N-06°00'E AT 25,000 FEET BECAUSE OF MECHANICAL FAILURE OF NO. TWO ENGINE. OF THESE FOUR ABORTIVES ALL BUT ONE A/C RETURNED TO THIS BASE WITH THEIR BOMBS. A/C NO. 943 JETTISONED HIS BOMBS OVER WATER. A/C NO. 943 LANDED HERE AT 0950. A/C NO. 418 LANDED HERE AT 0915. A/C NO. 194 LANDED HERE AT 0735. A/C NO. 226 LANDED HERE AT 0954.

NOT RECORDED

UNIT NAME

95th Bomb Group (H)

Date 17-JULY 1943

Combat Duplication check form

COPY

Handwritten numbers in circles, some with associated alphanumeric codes:

- 0150 (ME109 0903)
- 0233
- 0135
- 0255 (FW190 0916)
- 0283 (ME109 0915)
- 0287 (ME109 0925)
- 3298 (ME109 0910)
- 0280 (FW190 0910)
- 0353
- 266 (ME109 0920)
- 0175 (ME109 0938)
- 0178 (ME109 0920)
- 0194 (ME109 0901)
- 0181 (FW190 0905)
- 0192
- 0300 (ME109 0910)
- 5823
- 0219 (FW190 0910)
- 3283
- 0304
- 0219 (ME109 0915)

Some circles are shaded with diagonal lines.

FORM 3

STATION HORHAM

DATE JULY 17, 1943

LET	SHIP	PILOT	TARGET	TIME OFF EST. ACT.	LANDING EST. ACT.	REMARKS
335	O 0194	HAMILTON		0552	1110	
335	T 3266	BAKER		0553	1111	
335	X 0181	BROMAN		0553 ⁺	1109	
335	S 0178	KNOWLTON		0554	1112	
335	P 0176	SUNDBERG		0554 ⁺	1113	
335	Y 0192	SNOW		0555	1114	
336	L 0286	STORIE		0555 ⁺	0954	Abbreviated 2 Eng. running rough
412	X 0233	KRING		0556	1119	
412	T 0288	ROBINSON		0556 ⁺	1120	
412	V 0355	EASTLING		0557	1116	
412	S 0150	HODGES		0557	1116 ⁺	
412	Q 3298	MASSET		0558	1115	
336	C 0283	MASON		0559	1118	
334	H 0135	McPHERSON		0559 ⁺	1103 ⁺	
335	Z 0353	FOLTZ		0600	1117 ⁺	
334	C 0300	TYLER		0600 ⁺	1104 ⁺	
334	K 9943	QUICK		0603 ⁺	0948	# 4 Engine Feathered Runaway prop Phoned to wq @ 1015

Phoned to wq @ 1015

Phoned to wq @ 1015

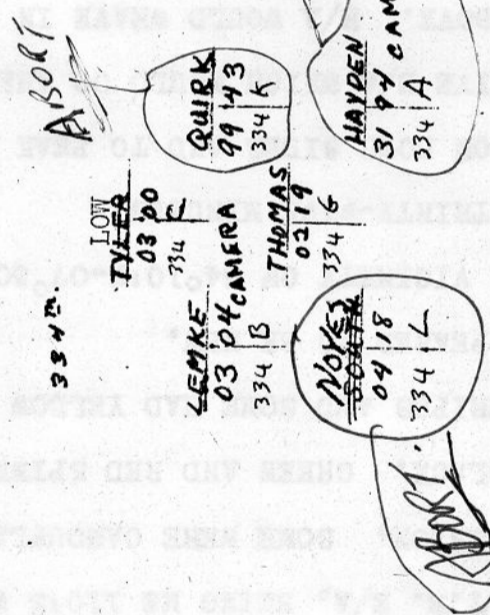
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer
A.P.O. #634

GROUP FORMATION FORM

DATE 17 JULY 1943.

3357A.
LEAD
HAMILTON CAMERA (AUTO) 01 94 335 0
BAKER 32 66 335 T
BRAMAN 01 81 CAMERA 335 X
KNOWLTON 01 78 335 S
SNOW 01 92 335 K
SANDBERG 01 96 CAMERA (AUTO) 335 P
ROBINSON 02 88 412 T
MASSEY 32 98 CAMERA (AUTO) 412 Q
MASON 02 83 336 C
EASLING 01 85 255 412 N
HODGES 01 50 412 S
MEPHERSON 01 35 CAMERA 334 H
FOATZ 03 55 335 Z
03 52 335 Y

3367A.
K 10 H
THOMPSON 02 94 336 M
ROBICHAUD 53 93 336 F Extra
ONEAL 32 83 336
CAMERA
ROTHSCHILD 01 67 336 H
PALMER 01 61 336 B
MAULDIN 32 77 336 G



BRIEFING 0300
READINESS 0425
STATIONS 0525
TAXI 0540
TAKE-OFF 0550
RENDEZVOUS

CLIMB
150 200' per
155 cruise

EXTRA SHIPS
334th 94 25000
335th 95 24000
336th 95 23000
412th 95 23000
100
22000

FLARES
94 R.R.
95 R.G.
96 R.Y.
100 GG
ALT. SETT.

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 ENEMY TERRITORY _____) Check
- FRIENDLY A/C DOWN OR IN DISTRESS IN SEAS _____) which.
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS _____)

OBSE VING 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:

4 B-17s
 (Number and type of ships) (Course of ships.)
 9²⁵ AM B-17 at 54°40'N - 7°10'E 2 chutes seen
 (Time seen) (Place) (Altitude of reporting A/C)
 9¹⁴ AM B-17 at 54°40'N - 6°55'E BARRING no chutes
 9²⁶ AM B-17 at 54°30'N - 7°25'E 5 chutes
 (Other information)
 9³² AM B-17 at 54°12'N - 8°12'E no chutes
 report circulating of 2 planes blown up

3. OTHER HOT NEWS:

fairly big Convoy (15 ships) at 54°05'N - 8°32'E
Convoy course was SW.

Initials of Interrogating Officer _____

Phoned to Wing by _____ Time _____

*1st User
pictures*

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 ENEMY TERRITORY _____) Check
- FRIENDLY A/C DOWN OR IN DISTRESS IN STRAITS _____) which
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS _____)

OBSE VING AIRCRAFT:

GROUP 337 TIME 0300 HEIGHT _____

AIRCRAFT IN DISTRESS:

NO. OR IDENT 54° 30' N TIME SEEN _____

APPROXIMATE POSITION 06° 10' E HEADING _____

HEIGHT _____ CONDITION _____

PAPACHUTES SEEN _____ DINGHY SEEN _____

*2 fighters on him
shots & flame
exploded*

ANY OTHER REMARKS 10 heavy ships crossing } lost
54° 05' N 07° 50' E } 24,000

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 IMPORTANT NEWS:

Initials of Interrogating Officer _____

Phoned to Wing by _____ Time _____

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

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

L. Lockie
S. 17

HEADQUARTERS
 VIII BOMBER COMMAND
 A. P. O. 634

Bomber Command Narrative of Operations
 Day Operation - 17 July, 1943
 Mission No. 74

TARGETS: Amsterdam and Industrial Targets in Northwest Germany.

332 B-17s of 1st and 4th Wings were dispatched to attack assigned targets in Germany and Holland. Because of adverse weather conditions, the B-17s were recalled at 0955 hrs. 21 B-17s attacked Amsterdam with poor results. 33 others dropped bombs on targets of opportunity in northwestern Germany - results unobserved; and 1 B-17 unsuccessfully bombed a convoy. B-26s of the VIII Air Support Command carried out a diversionary sweep. Planned fighter support was not carried out in its entirety because of the bad weather, but the a/c which attacked Amsterdam were given support by VIII Fighter Command P-47s. 2 B-17s failed to return as against claims of 60 - 16 - 36.

Unit	Number of A/C				Lost	Claims	Personnel Casualties		
	(Dispatched)	(Attacking)	(Abortive ⁺)	(A. B.)			(Killed)	(Wounded)	(Missing)
<u>1ST WING</u>									
91	25	4	10	11	0	1-0-0	0	2	0
303	27	0	0	27	0	1-1-0	0	0	0
351	28	15	0	13	1	17-3-0	1	1	0
381	30	14	7	9	0	5-1-3	0	0	0
92	18 ^x	0	1	17 ^x	0	5-2-0	0	5	1
305	26	0	3	23	0	0-0-0	0	0	0
306	28	0	2	26	0	3-0-0	0	1	0
379	25	0	0	25	0	0-0-0	0	0	2
	<u>207^x</u>	<u>33</u>	<u>23</u>	<u>151^x</u>	<u>1</u>	<u>32-7-3</u>	<u>1</u>	<u>9</u>	<u>3</u>
<u>4TH WING</u>									
94	18	0	1	17	1	9-8-15	0	1	10
95	23	0	4	19	0	3-1-6	1	0	0
96	21	1	3	17	0	11-0-7	0	0	4
100	22	0	2	20	0	5-0-5	0	2	0
	<u>84</u>	<u>1</u>	<u>10</u>	<u>73</u>	<u>1</u>	<u>28-9-33</u>	<u>1</u>	<u>3</u>	<u>14</u>
<u>AMSTERDAM</u>									
385	21	5	1	15	0	0-0-0	0	0	0
388	20	16	3	1	0	0-0-0	0	0	0
	<u>41</u>	<u>21</u>	<u>4</u>	<u>16</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTALS	332^x	55	37	240^x	2	60-16-36	2	12	17

+ Abortive A. - Mechanical, equipment and personnel failures.
 B. - Weather, recall, and spares.
 x - Includes 2 YB-40s.

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

DECLASSIFIED

Authority NND 745005By JWF NARA Date 7/29/97C O N F I D E N T I A LPART I - 1st WingTargets of Opportunity in Northwestern Germany.

BOMBING RESULTS: The assigned targets were not bombed but targets of opportunity in northwestern Germany were attacked by 33 B-17s which dropped 290 x 500 GP fused 1/10 sec. nose and 1/40 sec. tail and 64 x 250 British type incendiaries. Results of attacks were not observed because of 8/10 to 10/10 clouds.

REASONS FOR FAILURE TO BOMB: 174 a/c failed to bomb:- 141 because of recall; 5 were spares which returned early as planned; 5 because of misunderstanding with Composite Group leader; 22 because of mechanical and equipment failures; and 1 because of personnel failure.

ENCOUNTERS: Groups report seeing from 40 to 60 e/a which attacked over the Dutch coast at about 1010 hrs. and continued until 1105 hrs. when the B-17s were almost to the English coast. E/a were mostly ME-109s and FW-190s with a few JU-88s and ME-110s observed. Attacks were made singly and in groups. Air-to-air bombing was attempted by some JU-88s which flew almost 1000 ft. above the B-17s. No special formation was used and bursts were not observed. Following colorings were observed: ME-109s and FW-190s were mostly red nosed; e/a had some yellow noses and white noses; some ME-109s were green, silver, grey and black and one checkered black and white; some FW-190s were again observed to be painted like P-47s, and others were green and white camouflaged.

CASUALTIES: Personnel - 1 killed, 1 seriously wounded, 8 slightly wounded and 3 missing. Air Sea Rescue picked up crew of missing B-17, with 9 of the 10 crew members safe.

Equipment - 1 B-17 lost from reasons unknown.

Estimated Battle Damage - 25 category "A", 11 category "AC", and 2 category "E".

FLAK: Meagre inaccurate flak was reported from IJmuiden, Amsterdam, Egmond, Katwijk-aan-Zee, Texel Island vicinity, Leiden, Gravenhage and from flak ships in the Zuider Zee. Inaccurate moderate flak was encountered 10 miles east of Zwolle, Kampen and Urk; and accurate moderate flak 15 miles west of Harlingen while that from Edam was accurate and meagre.

FIGHTER SUPPORT: Detailed fighter support was not carried out because of adverse weather conditions.

ROUTE: Bases to Cromer to 53°30'N-03°30'E to 52°40'N-06°00'E to over German territory. Recalled at 0955 hrs. and returned to bases.

WEATHER: Route Out - 2/10 cirrus above 25,000 feet. 2/10 low cloud across North Sea becoming 8-10/10 at 03°30'E, decreasing temporarily at Dutch coast to 5-6/10 and increasing inland to 8-10/10 stratocumulus. Tops at 6,500 feet. Visibility 10-15 miles. Target - Target not observed, 8-10/10 low cloud, tops 6,500 feet area. Return Route - Similar to route out.

OBSERVATIONS: Defense installations including pill boxes and barrage balloons were observed on the Dutch coast just north of The Hague. An unidentified B-17 was reported to turn back into Germany after formation turned for England after recall. Vicinity of Den Helder shoreline is reported as showing installations resembling posts extending into the water. Some of the ME-109s were observed to

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

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

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

have sharper pointed wing tips and greater sweep to trailing edge of wing than those usually encountered.

PART II - 4th Wing

BOMBING RESULTS: 21 B-17s dropped 206 x 500 GP fused 1/10 sec. nose 1/100 sec. tail with poor results on an industrial target at Amsterdam. There were no hits observed on the aiming point, but there was a concentration of about 20 bursts on or near the buildings of the Van Leers Iron Drum Factory with at least 4 direct hits on the workshops, and possible damage to 3 bridges over nearby canals. Adverse weather conditions prevented 84 B-17s from attacking assigned target in NW. Germany. 1 a/c dropped 10 x 500 GP on shipping target of opportunity with nil results.

REASONS FOR FAILURE TO BOMB: 103 a/c failed to bomb - 89 because of adverse weather conditions, 12 because of mechanical and equipment trouble, and 2 because of personnel failures.

ENCOUNTERS: The 2 Groups dispatched to Amsterdam saw 10-15 e/a in the distance but were not attacked.

The main effort encountered 75 - 100 e/a, most being ME-109s and FW-190s with a few JU-88s, HE-111Ks, ME-110s and ME-210s. Attacks began at 55°N-07°00'E, lasting from 0850 to 0940 hrs. E/a were observed to fly out of range on either side of formation before pulling ahead to circle and attack the lead group from head-on, weaving in from front and above, and then going under to attack the low group from 10 to 3 o'clock. After passing under e/a would turn and climb to make rear attacks on the high groups from above and level. Extensive air-to-air bombing was reported, and a number of explosions were observed around the B-17 which was lost. There were several reports of e/a firing shells believed larger than 20 mm into formations. E/a colorings noted were: FW-190s with yellow nose black fuselages, some mottled greenish gray, and some silver and black; ME-109s painted light yellow, silver, some with white stripe around fuselage and blue bellies; JU-88s black.

CASUALTIES: Personnel - 1 killed, 3 slightly wounded, and 14 missing.
Equipment - 1 B-17 was lost to e/a.
Estimated Battle Damage - 27 category "A", and 5 category "C".

FLAK: Moderate inaccurate flak of a barrage type was encountered at Heligoland. Meagre inaccurate fire was from a convoy near the German coast and from Wangerland Island.

FIGHTER SUPPORT: 128 P-47s provided excellent support to the 2 groups attacking Amsterdam. Fighter originally scheduled to furnish withdrawal support for bombs returning from Germany were recalled soon after take-off.

ROUTE: Amsterdam: Cromer, to 53°30'N-04°10'E, to 52°40'N-04°20'E, to 5 miles IJmuiden, to target, to 52°13'N-04°56'E, to Lowestoft, to bases.
NW. Germany: Cromer to 55°00'N-07°00'E, to 54°20'N-07°40'E, to 54°20'N-07°20'E, to 55°00'N-06°40'E, to 55°00'N-07°00'E, to German territory where recall message was received at 0955 hours.

WEATHER: Over Amsterdam there was 5/10-6/10 stratocumulus with 10-15 miles visibility. Otherwise weather was similar to that described in Part I.

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

DECLASSIFIED

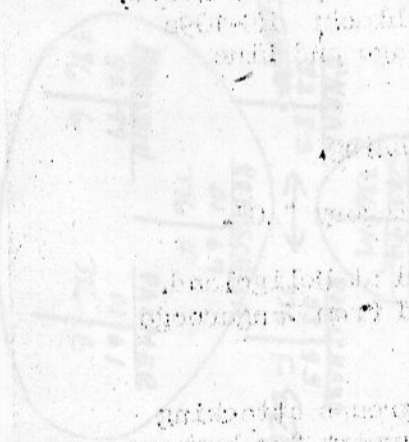
Authority NND 745005

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

OBSERVATIONS: An unidentified e/a with round blunt nose, stubby fuselage, and elliptical wings was seen shot down. An unidentified B-17 with hatch off and construction resembling stove pipe on top of radio compartment was observed prior to turnback and was not fired on by e/a. One e/a was reported apparently equipped with a tail gun.

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

157 200 pm
188 0000



157 200 pm
188 0000

157 200 pm
188 0000

157 200 pm
188 0000

157 200 pm
188 0000