

NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 A.I.C. #634
 GROUP FORMATION FORM

DATE July 25, 1943.

HEAD
Stowe
 0276

Robison | Kuing
 0288 | 0238

LOW
Hustison & May
 0244

Callie
 0185

Wise
Wilton + Col. Egan
 0271

Richard | Evans
 5893 | 0176

Murray | Hodges
 3298 | 0150

Sumner | Sundberg
 3265 | 0176

Blackbird
 0379

Walters
 0153

Johnson
 0853

Boyer
 5918

Ward
 5277

Boorman | Julie
 0272 | 0192

Ward
 5277

Ward
 0283

Robert
 0274

Composite

Ward
 0283

Robert
 0274

Rivers | Thomas
 0300 | 0301

Ward
 0135

Ward
 0283

Robert
 0274

Ward | Ward
 0300 | 0135

Ward
 0135

Ward
 0283

Robert
 0274

Ward | Ward
 0300 | 0135

Ward
 0135

Ward
 0283

Robert
 0274

BRIEFING 0800
 READINESS ~~0945~~ 1115
 STATIONS 1045 1215
 TAXI 1055 1225
 TAKE-OFF 1105 1235
 RENDEZVOUS H30 1300
 over field

EXTRA SHIPS
 334th
 335th
 336th
 412th
 0255

DECLASSIFIED
 Authority NND 745005
 By DND NARA Date 7/14/91

Ward #910 1310
 #6: ~~Ward~~ 1314

819

Warnemunde, Germany

July 25, 1943

Kiel Germany

LEAD

✓ STORIE
0226 camera
✓ KRING
0233 camera

✓ ROBINSON
0288
0288

✓ EASTLING
0185
0185

✓ MASSEY
3298
camera

✓ HODGES
0150

LOW

✓ THOMPSON
0844 M

HIGH

✓ HAMILTON
0271

✓ ROBICHAUD
5893
camera

✓ O'NEAL
0167 H

✓ SNOW
3265

✓ SUNDBERG
0176
camera

✓ ROTHSCHILD
0377

✓ JOHNSON
0353

✓ REGAN
5918

MAULDIN
3277
camera

shot down

✓ BROMAN
0272
camera

✓ JUTZI
0192

not over target

✓ KNOWLTON
3266

✓ SOUTH
0283

BAKER
0274
camera

aborted

COMPOSITE GROUP

LEAD

✓ THOMAS
0304
camera

✓ RIVERS
0300

✓ NOYES
0182
camera

MCPHERSON
0135

✓ HAYDEN
0120
camera

aborted

✓ QUIRK
9943

HEADQUARTERS
NINTY FIFTH BOMBARDMENT GROUP (H)
APO 634

25 July 1943

SUBJECT: A A Report:

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

1. Route followed into target: Left of Flensburg, Warnemunde, Eutin, Kiel. Out of target: Kiel, Right of Flensburg, Brede.
2. Visibility at target poor.
3. Number of A/C over target, 25.
4. General axis of attack 340° Mg.
5. Formation flew 3 min straight and level before bombing.
6. 20 sec. Staggered legs.
7. Flensburg moderate-to-intense, fairly accurate. Kiel intense and very accurate.
8. Very few E/A all the way.

For the Commanding Officer:

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

SHIP	PILOT	MARGIN	TIME OF		HEATING		REMARKS
			EST. ACQ.	ACT.	EST. ACQ.	ACT.	
336 F	5893	Robichaux		1246		1946	
412 R	0835 3277	ROTHSCHILD				1943	
336 6	3277	MAULDIN		1248			
336 5	5918	NELAND				1943	
COMPOSITE							
334 B	0304	THOMAS		1230		1944	
334 E	0182	NOKES		1230		1946	
334 C	0300	RIVERS		1231		1944	
334 H	0135	McPHERSON				1930	Abert's - E. base lines of 2500 ft. + 2000 ft. + 1000 ft.
334 K	9443	QUINN				1944	
334 D	0180	HARDEN				1948	

SECTION HORHAM

FORM 3

DATE July 1951

	SHIP	PILOT	TARGET	TIME OF		LANDING		REMARKS
				EST. ACFT.	ACT. ACFT.	EST. ACFT.	ACT. ACFT.	
336	L	0226	STORIE					
412	X	0233	KRING					
412	T	0238	ROBINSON					
412	N	0145	EASTING					
412	S	0150	HODGES					
412	Q	0208	MASSEY					
335	R	0271	HAMILTON					
335	P	0176	SUNDBERG					
335	V	3263	SNOW					
335	Z	0353	JOHNSON					
335	Y	0192	JUTZI					
335	U	0272	BROMAN					
335	T	3266	KNOWLTON					
335	Q	0274	BAKER					
336	DC	0288 0283	SOUTH					
336	M	0244	THOMPSON					
336	H	0167	O'NEAL					

ADDITIONAL

Major Donohue

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Air Executive

APO 634,
26 July, 1943.

SUBJECT: Log of operational mission on 25 July, 1943.

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

- 1235 Take-off
- 1303 Twenty-one aircraft
- 1309 Stowmarket
- 1314 Splasher # 6 1312 Two Groups on our right
- 1328 Splasher # 5 Departed South of # 5 because five minutes early, making 3 turns leaving coast 1329. 100th Group on our left as in two other groups.
- 1331 Started Climbing. 150IAS 200'/Min
- 1333 Number 2 third flight high squadron aborted- Baker
- 1337 Started 3 turns during climb to permit other groups to close.
- 1347 100th good position other groups closing
- 1358 All groups good position except one believe 385th group
- 1408 Make level to North top est. 10,000, set'dstratus top 5,000' over to south top est. 13,000'. Visibility 10 to 15 miles.
- 1411 B-17 abortion comp. Group
- 1435 18,000' at 150 IAS 200'/Min 2250 RPM 35in.
- 1438 54° 30' 08000 Started turn to 120°, approximately 6 minutes early
- 1451 Smoke pots out at Emden and Wilhelmshaven-large cumulus inland near Bremen and Hamburg
- 1455 22,000' 150 IAS 200'/Min 2300 RPM 37"
- 1456 Started turn to 7° 54°25'N 07° 30'E
- 1458 Two fighter to rear
- 1500 Reached 23,000
- 1503 Turned to due west (270°) to permit closing of groups and to lose ten minutes
- 1512 Two fighters around 385th group
- 1514 B-17F aborted from Comp Group
- 1515 55° 20' 08° 12' E Started turn to 100°
- 1531 55° 18' 08° 12' E 115° 23,000' 155 IAS
- 1548 Flensburg 1548 Flak light-moderate
- 1604 Crossed just South of Nakke
- 1609 Turned to 92° 54° 41' 11° 35'E
- 1618 Started turn to IP Target covered just as Rostock, decided to go more inland with better chances to bomb
- 1628 Over Warnemunde
- 1633 Continued on course of 275° to Eutin as new IP
- 1644 Eutin (IP)
- 1649 Flak over Keil Flak heavy Lost 1
- 1650 Bombs away 3 minute run smoke pot

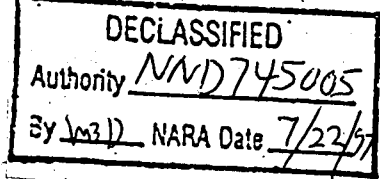
Authority: *WFO/LS-005*
 NARA Date *1/17/76* By *aver*
 DECLASSIFIED

Log of mission 25/7/45 continued.

1645 1655 Five B-17F off on left
1653 Hit by flak three times
1658 Fighters attacked
1659 B-17F from high squadron hit-headed out to our right and circled
then entered 100th group
1710 Started descent because lack of Oxygen
1724 Departed coast of Denmark
1738 B-17-204 Ditching
1743 B-17F high right about 4 O'Clock
1744 Three B-17F all alone and high 7 O'Clock
1744 Fighters trailing

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

DECLASSIFIED
Authority: 5005/74-5005
By: [Signature] NARA Date: 12/1/91



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

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

S19

Bomber Command Narrative of Operations
Day Operation - 25 July, 1943
Mission No. 76

323 B-17s were dispatched to attack targets in northwest Germany. 218 A/C dropped bombs on the following targets: 68 a/c on Hamburg with good results; 67 a/c on Kiel with good results; 18 a/c on Rerik/West airfield with fair results; 14 a/c on Heide with poor results; and 51 a/c on targets of opportunity with unobserved results. Fighter support was not furnished to the bombers, which encountered intense enemy opposition - both flak and e/a. 19 B-17s are missing and claims are 44 - 6 - 27

Group	Number of A/C					Personnel Casualties			
	(Dispatched)	(Attacking)	(Abortive+)	(Lost)	Claims	(Killed)	(Wounded)	(Missing)	
			A.	B.					
<u>1ST WING</u>									
<u>Main Effort</u>									
91	18	17	1	0	1	1-0-0	0	0	10
303x	20	20	0	0	1	6-1-8	0	2	10
351x	20	17	3	0	1	4-2-1	0	0	10
379x	21	21	0	0	2	15-2-4	1	0	20
381y	23	14	6	3	3	2-0-1	0	1	30
384x	21	11	3	7	7	10-1-13	0	2	70
	<u>123</u>	<u>100</u>	<u>13</u>	<u>10</u>	<u>15</u>	<u>38-6-27</u>	<u>1</u>	<u>5</u>	<u>150</u>
<u>Secondary Effort</u>									
92	18	0	0	18	0	0-0-0	0	0	0
305	20	0	0	20	0	0-0-0	0	0	0
306	21	0	0	21	0	0-0-0	0	0	0
	<u>59</u>	<u>0</u>	<u>0</u>	<u>59</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4TH WING</u>									
94W	20	19	1	0	1	2-0-0	0	0	10
95W	27	25	2	0	1	1-0-0	1	2	10
96W	21	16	5	0	0	3-0-0	0	0	0
100W	24	15	8	1	1	0-0-0	0	1	10
385	28	25	3	0	0	0-0-0	0	0	0
388Z	21	18	2	1	1	0-0-0	0	0	10
	<u>141</u>	<u>118</u>	<u>21</u>	<u>2</u>	<u>4</u>	<u>6-0-0</u>	<u>1</u>	<u>3</u>	<u>40</u>
TOTALS	323	218	34	71	19	44-6-27	2	8	190

+A - Mechanical and Equipment, Personnel, etc.

+B - Weather, enemy action, etc.

W - Attached Kiel

X - Attached Hamburg

Y - Attached Heide

Z - Attached Rerik/West Airfield

DECLASSIFIED

Authority NND745005By W3D NARA Date 7/22/97

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

PART I - 1st Wing

HAMBURG - Blohm and Voss Yards and Diesel Engine Works
Targets of opportunity in Northwest Germany.

BOMBING RESULTS: 68 B-17s dropped 400 x 500 GP fused 1/10 sec. nose 1/100 sec. tail and 176 x 250 and 680 x 100 IB from 26,000-28,000 ft. at 1630-1645 hours with good results on the Blohm and Voss Yards and nearby dock installations and the Diesel Engine Works of Maschinen Fabrik Angsberg and Nurnburg at Hamburg. A direct hit was seen on a cargo liner and a near miss beside a second vessel in the Kuhwarder Hafen where hits were also scored on two floating docks. Numerous bursts were seen on group, dockside buildings, and railroad sidings in the area. At least 7 bursts were seen on and among buildings of the Diesel Engine Works of Maschinen Fabrik Angsberg and Nurnburg. One burst near oil storage tanks resulted in an explosion.

14 B-17s dropped 140 x 500 GP fused 1/10 sec. nose and 1/100 sec. tail, from 28,000 ft. at 1710 hours on Heide. At least five bursts were on the railroad and at least five on the town. The main concentration was on the eastern outskirts.

18 B-17s attacked targets of opportunity in Northwest Germany with unobserved results. 59 B-17s dispatched to attack another target in Northern Germany returned early without bombing because of failure of Groups to get into formation.

REASONS FOR FAILURE TO BOMB: 82 A/C failed to bomb - 13 because of mechanical equipment or personnel failures, 10 because A/C were lost without definite knowledge of having bombed, and 59 failed to rendezvous because of poor visibility.

ENCOUNTERS: Considerably more than 100 e/a were encountered, with the following types reported: FW-190s, ME-109s, ME-110s, ME-210s, JU-88s, and DO-217s. Attacks began just before German coast was reached and continued for almost 2 hours until formations were about 30 miles out to sea on return.

CASUALTIES: Personnel - 1 killed, 5 slightly wounded and 150 missing.
Equipment - 15 B-17s were lost, 4 to flak and 11 for reasons unknown.
Estimated Battle Damage - 49 category "A".

FLAK: Meager to moderate fairly accurate flak was encountered all the way from Texhaven to the target. In the target area flak was intense and accurate with evidence of barrage type five. On the way out inaccurate bursts were reported from the vicinity of Meldorf and Heligoland.

FIGHTER SUPPORT: None.

ORDERED ROUTE: Cromer, to 54°20'N-04°40'E, to 54°50'N-06°00'E, to 54°29'N-07°30'E, to 53°50'N-08°55'E, to Hollenstadt (IP), to target, to Lauenburg, to 53°48'N-10°22'E, to 53°55'N-10°02'E, to 54°13'N-08°50'E, to 54°50'N-06°00'E, to Splasher No. 5.

WEATHER: At Bases - trace of light cumulus cloud with base 3000 ft. - tops 4000 ft. No medium or high cloud. Route Out - England similar to bases at take-off. North Sea to 4° East. 2/10-3/10 stratocumulus, base 2500-tops 4000 ft., visibility 2 to 4 miles in haze. Stratocumulus increasing to 4/10-6/10 in Helgoland Bight area. Visibility increasing to 10 miles plus. Over Continent - there was a trace of low cloud with visibility of 10 to 20 miles.

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

WEATHER: Over Target - primary and secondary had no cloud with visibility of 10 plus miles. There was much smoke in the target area. Return Route - similar to route out but stratocumulus had decreased to 2/10 to 3/10.

OBSERVATIONS: Six E/A were observed at about a 1000 ft. laying a smoke screen over the target area. Three B-17s came up to formation over enemy territory staying at the same level about 1000 yards away, white bursts apparently from 20 MM cannon were seen at the waist gun position. One of the B-17s did not turn back toward Germany until mid-channel.

PART II - 4th Wing

KIEL - Deutsche Werke Shipbuilding Yards and Kriegsmarine Werft
 RERIK/WEST AIRFIELD - Installations

Targets of opportunity in Northwest Germany.

BOMBING RESULTS: Kiel - 67 B-17s dropped 462 x 500 GP fused 1/10 sec. nose and 1/100 sec. tail, 116 x 250 British type incendiaries and 756 x 100 M47-A1 incendiaries from 22,000 -24,000 ft at 1630-1700 hours. Strike plots show concentration of hits on and near the Deutsche Werke Shipbuilding Yard and the Kriegsmarine Werft. The bombs on the Deutsche Werke lie across the Inner Harbor, quaysides, jetty and floating dock - main weight fell near the quay and the floating dock. At the Kriegsmarine Werft, a very great concentration of bursts were seen just northeast of the Fitting Out Basin and there were numerous bursts among sheds on the quays.

Rerik/West Airfield - 18 B-17s dropped 179 x 500 GP fused 1/10 sec. nose and 1/100 sec. tail, from 22,000 ft. at 1637 hours. Strike photos show a heavy concentration of bursts on administrative and barrack buildings at the north of the airfield. At least 28 bursts can be seen on hangars and repair shop at the edge of the airfield and on the airfield itself.

The balance of 33 B-17s dropped 220 x 500 GP, fused 1 /10 sec. nose and 1/100 sec. tail, 96 x 250 British type incendiaries and 91 x 100 M47-A1 incendiaries on targets in Northwest Germany with no results observed.

REASONS FOR FAILURE TO BOMB: 23 A/C failed to bomb - 20 because of mechanical and equipment failure, 1 because of low gas supply and 2 were lost.

ENCOUNTERS: Lead Groups had little fighter opposition from approximately 15 e/a which began attacks just before the formation crossed the enemy coast. Following groups encountered from 25 to 30 e/a. Attacks began just before the Danish coast. All Groups reported attacks after leaving Kiel with some attacks lasting for about 25 minutes before breaking off when the B-17s were a few miles off the Danish coast on the way back. E/A were mostly FW 190s and ME 109s with some ME 110s, ME 210s and JU 88s. ME 109s and FW 190s attacked singly and in pairs from various clock positions - nearly all reported as coming from high and level out of the sun. ME 110s attacked from the rear out of range by lobbing 20 MM shells into the formation. JU 88s did likewise with what seemed to be heavier calibre shells. No distinctive tactics, colorings, unusual armaments or air to air bombing was reported.

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

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

CASUALTIES: Personnel - 1 killed, 3 slightly wounded and 31 missing.
Equipment - 4 B-17s lost - 1 to c/a, 1 to flak and 2 to unknown reasons.

Estimated Battle Damage - 17 category "A", 5 "AC" and 1 "E".

FLAK: Meagre to moderate but inaccurate flak was encountered at Flensburg and from IP to Warnemunde. AA fire at Kiel was moderate and accurate. One A/C of 95th Group was definitely lost to flak at Kiel. On leaving the coast of Denmark, accurate and meagre flak was encountered. Two groups flying at 9-10,000 ft. encountered light flak at the Danish coast on way out. Generally, the fire control was of the continuous following type although that at Flensburg was a predicted barrage type.

FIGHTER SUPPORT: None.

WEATHER: At Bases and Route Out - same as 1st Wing. Over Continent - 3/10 stratocumulus at 4000 ft. across the Danish Peninsula - clear across water. Beginning at coast, area was obscured by 8/10 stratocumulus top at 3000 ft., heavy haze and numerous smokepots. Over Target - primary and secondary targets were obscured by 8/10 stratocumulus, top 3000 ft., heavy haze and smoke. Kiel had no cloud with visibility of 10 plus miles with a portion of it obscured by smoke. Return Route - similar to 1st Wing.

ROUTE: Cromer to 54°50'N-06°00'E to 54°25'N-07°30'E to 55°20'N-07°35'E to 55°18'N-08°12'E to 54°41'N-11°35'E to 54°40'N-12°20'E to 54°24'N-12°27'E (IP) to target; thence over targets of opportunity (Kiel, Rerik/West Airfield and others) to bases.

OFFICE OF THE INTELLIGENCE OFFICER
USAAF STATION 119

26 July 43

SUBJECT: Photo interpretation--Kiel Raid.

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

1. Strike interpretation of the six photo strips of the raid on Kiel on 25 July 43 determines that most of the Workshops and some of the Harbor Installations of the Deutsche Werke (Ship-yards) received direct hits. An effective smoke screen hinders a rapid determination of the exact number of hits and damage to the shipyards and ships.

2. Detailed report will be submitted.

For The Intelligence Officer

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

HEADQUARTERS
NINETY-FIFTH BOMBARDMENT GROUP(H)
APO 634

25 July 43

SUBJECT: S-2 Report:

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

1. 27 a/c took off at approximately 1235 to attack the Aero-engine assembly plant at Warneununde, Germany. Six of these a/c flew as components of a composite group. 2 of our a/c, one from each group aborted.

2. The 95th Group led the 402 Combat Wing and 4th Air Division and did not attack the primary target because of a solid undercast in the target area. Instead, they attacked the target of opportunity at Kiel, Germany. Fair to good bombing was observed on the Dutsch Werke on the east shore of Kiel Bay. The Composite Group recognized the outline of the primary target and attacked it with unobserved results.

3. Fighter opposition was almost nil as not more than e/a were seen. Only one of these pressed home an attack.

4. Anti Aircraft fire was meager in most areas but was intense over Kiel. This fire hit a/c #3277 forcing it down. Two chutes were seen coming out of this ship.

5. The pilot of ship #0353 was killed by a 20 mm shell bursting in the cockpit. The Bombardier and Co-pilot sustained minor wounds during the same attack.

For the Commanding Officer

FLORENCE J. DONOHUE
Major, Air Corps,
Intelligence Officer

WEATHER STATION
AAF STATION 119
APO 634

JJ/jw

25 July 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 25 July 1943.

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

1. Take-Off: Time was 1225 hours. There was 2/10 cumulus at 2000 feet. The visibility was 3 miles, and there was no wind. There were no middle or high clouds.

2. Route Out: There were scattered patches of stratocumulus with 3000 foot tops, and amounting to 1-3/10 coverage, visibility was restricted to 10 miles by haze. The stratocumulus increased to 3-10/10 in the vicinity of Heligoland then broke to Nil over the west coast of Denmark. The visibility became unlimited in this region. Towering cumulus could be seen building up over Norway, and cumulus building up over Germany. Numerous smoke pots over the Kiel area indicated a light North westerly wind at the surface. The condition of no cloud remained unchanged until about 10 miles from the target.

3. Target: 10/10 "clouds" with tops about 5000 feet, thus obscuring the Primary and secondary target. 2-3/10 cumulus was seen to the south of the target area, and towering cumulus was seen over Central Germany.

3a. Target Kiel: There were no clouds above or below the flight over the target Kiel. The smoke screen which had been formed on the route over had blown to the East of the target by the time this group had returned to the Kiel area. The surface wind at Kiel was light northwesterly.

4. Return route: Approximately the same conditions prevailed on the route back as did on the route out. Namely patches of stratocumulus over the North Sea, and thick haze on approaching the English Coast.

5. Base on Return: Time was 1930 hours. There were no clouds, the visibility was 4 miles, and the wind direction was South East 7 miles per hour.

6. Remarks: The description of the cover over the primary target varied. In some instances it was thought to be a stratus deck. Other observers declared it to be a thick haze or smoke layer covering a large area with 2-3/10 cumulus actually in the smoke. The light northwesterly winds, the apparent instability of the air and the time of day, all suggest the latter to be rather likely. The actual forecast, on the whole, was considered fair. The winds were accurate.

JAY JACOBS,
Capt., Air Corps,
Station Weather Officer.