

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Group Commander

APO 634
28 July 1943

SUBJECT: Letter of Transmittal.

TO : Commanding General, Fourth Bombardment Wing, APO 634.

1. Transmitted herewith analysis of Operational Mission 28 July 1943.

JOHN K. GERHART
Colonel, Air Corps
Commanding.

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

AFPO 634
 29 July 1948

SUBJECT: Bombing Report for the Mission of 23 July, 1948.

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

1. Complete narrative of mission.

- a. The OI pilot in conjunction with the A.B.C. computer were used as the aids to bombing technique.
- b. The Ninety Fifth Group turned short of the Initial Point and following the Ninety Fourth Group just after turning from the Initial Point; the lead bombardier turned to a heading of approximately 40°. The Ninety Fourth Group made a right turn of almost 180° and the Ninety Fifth Group then tacked on behind them on a heading of 180°. While on this specific heading the lead bombardier and navigator misinterpreted the target and bombed Great Alskoten and a wheat field to the left of the town.
- c. The bomb-bay doors were opened just after turning from the Initial Point.
- d. The lead bombardier had a good 60 seconds bombing run with a drift reading of 5° right correction.
- e. There were no fighters or flak reported on the bombing run.
- f. The S-1 information on the target was excellent.
- g. The prevailing weather conditions were reported as fair. The visibility was reported to have been 3 miles. Over the target area there was an existing 7-10 undercast.
- h. There were no unusual tactics employed by the enemy on the bombing run.
- i. There are no suggestions in changing of tactics in bombing technique on this target or any target.

FRANK T. INAND
 1st Lt., Air Corps
 Group Bombardier.

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

APO 634,
 28 July 1943.

SUBJECT: Base Engineering Report on Combat Mission of July 28, 1943.

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

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on July 28, 1943.
 - a. Twenty (20) B-17F airplanes took-off, one (1) returned to base before completing mission.
 - b. Fifteen (15) returned to base after completing mission.
 - c. Four (4) failed to return to base.
2. There was one (1) abortive airplane.
 - a. 42-30173 - Prop governor drive shaft sheared on #2 engine.
3. Battle damage is as follows:
 - a. 42-29943 - Right horizontal stabilizer and elevator damaged by waist gunner. 20 mm damage to #1 supercharger.
 - b. 42-30135 - Pilot's windshield cracked. Slight sheet metal damage.
 - c. 42-30219 - Crash landed at Franlingham.
 - d. 42-3282 - Missing in Action.
 - e. 42-30045 - Slight sheet metal damage.
 - f. 42-30176 - Hole leading edge #2 nacelle. Hole in top turret.
 - g. 42-30178 - Left Horizontal stabilizer damaged.
 - h. 42-30272 - 20 mm through waist section. 20 mm through dorsel fin.
 - i. 42-3263 - Left horizontal stabilizer damaged by left waist gunner. 20 mm trailing edge right wing penetrating Tokyo Tank.
 - j. 42-30161 - Rudder damaged by radio gunner.
 - k. 42-5882 - Missing in Action.
 - l. 42-30150 - Missing in Action.
 - m. 42-30377 - Two 20 mm holes in fuselage. Nose shot out.
 - n. 42-30288 - Minor sheet metal damage.

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

A/C	TIME	ALT.	TURNED BACK..	REASON
363	0827	2000	AT BASE.	ENGINE INST. FA
678	0825	3000	10 MLE N. BASE	RADIO AND GAS P
863	0925	7000	5325-0250	NO 3 ENGINE KIL
090	1037	23000	5455-0820	NO 1. ENGINE FAILURE.

21 A/C 385 GROUP TOOK OFF AT 0755 AND LANDED AT 1435 HRS.
 18 A/C ARE SORTIES OF WHICH THREE ARE MISSING - THREE RETURNED EARLY AND ARE NOT SORTIES.

A/C	ALT.	TURNED BACK	REASON
303	8000	ENGLISH COAST	MISUNDERSTANDING OF ENGINE
390	8000	ENGLISH COAST	MISUNDERSTANDING OF ENGINE
316	700	OVER BASE	PROP GOVERNOR LINE HEATING

21 A/C 388 GP TOOK OFF AT 0745 AND LANDED AT 1505 HRS.
 17 A/C WERE SORTIES OF WHICH 5 ARE MISSING. 4 A/C RETURNED EARLY AND ARE NOT SORTIES.

A/C	TIME	ALT.	TURNED BACK.	REASON
303	1030	22,000	5450N 06DGS 30'E RUNWAY	PROP NO. 3
303	0901	19,000	5305N 01DGS 40'E	OIL PRESSURE HIGH
1949	1056	22,000	55 DEGS 00N 25 DEGS 10'E	ENGINE TROUBLE NO 1
303	1035	22,000	5446N 06DEGS 30'E RUNWAY	PROP NO. 1.

NO UNDER 96 GP LINE 298 0910 11000 UNKNOWN XXX UNKNOWN
 NO UNDER 100 GP LINE 863 0925 7000 5325-0250 NO 3 ENGINE FAILURE

12317

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

29 July 1943

SUBJECT: Anti-Aircraft Report.

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

1. Route followed into the target: Wernigerode, 10 mi. west of Magdeburg, Target. Out: South of Minden, Osnabruck, Utrecht, south of Amsterdam.

2. The visibility over the target was very poor.

3. Eleven planes completed the mission though only four attacked the primary target. Three of our A/C failed to return because of undetermined causes. It is the general opinion that fighters got them all.

4. The formation flew straight and level for approximately 1 minute before bombing the target. The attack was made on a 125° (mag) heading, after which they made a 180° left turn; then to briefed course.

5. Individual evasive action was taken. Some flew side to side; some rolled, coasted up and down. The evasive action was for fighters, not AA fire.

6. Evidently the 95th was off briefed course, some were north and some south of it. Moderate AA fire, not very accurate, was encountered in the following places: Magdeburg, Helmstadt, Oschersleben, (target), Minden, Osnabruck, Soesterburg, Utrecht, Amsterdam and Rotterdam. It is apparent that our A/C were straying from the briefed course.

7. Ju 88's seemed to be firing rocket shells which had much the same appearance as AA fire. It was accurate.

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

SECTION HORTHAM

FORM 3

DATE July 28

	LEAF	SHIP	PILOT	TARGET	TIME OF		REMARKS
					EST.	LANDING EST.	
					ACT.	ACT.	
336	A	3153	HAMILTON		0605 ⁺	1326 ⁺	
335	P	0176	SUNDBERG		0606	1327 ⁺	
335	X	0181	SNOW		0607	1114 ⁺	Abortive - Lost formation due to clouds. Return flight the opposite side up formation *
335	S	0178	KNOWLTON		0607 ⁺	1328 ⁺	
334	J	3282	RIVERS		0611 ⁺		
"	A	3194	BAKER		0608	1156	Abortive
412	V	0255	STORIE		0608	1321 ⁺	
"	S	0150	HOBBS		0609 ⁺		
"	T	0288	ROBINSON		0610 ⁺	1320 ⁺	
"	W	3273	MASON		—	—	Ball turret inoperative
334	K	9943	HARDEN		0614 ⁺	1212 ⁺	85. Loss formation *
"	H	0135	McPHERSON		0610 ⁺	1318	
"	G	0219	THOMAS		0611	1307	
335	U	0272	ROMAN		0608	1330	Ft Framlingham <i>Crash Landing</i>
334	M	0045	LENITE		0612	1325	Ft Gt. Ashfield - Landed 14-26
335	V	3263	BENDER		0612 ⁺	1147 ⁺	Abortive - *
334	E	0182	MOSES		0613 ⁺	1150	Abortive *

FORM 3

OPERATION HORHAM

DATE

LET SHIP	PILOT	TARGET	TIME OFF LANDING		REMARKS
			EST. ACT.	EST. ACT.	
412 R 0377	PALMER ✓		0614	1329	
336 B 0161	ROTHSCHILD ✓		0615	1112	Abortive *
412 O 0173	ONEAL		0616	0626	# 2 Engines Camp feathered
336 D 5882	REGAN ✓		0616		

Returned early
2 Abortions
3 missing
1 Crash Ldg.
9 Over target

Only 2 Abortions
Mason & O'Neal
All the rest have credit
for sortie 702

o/c

57-40-00

Scattered

28 July 1943

0915

Lead

Hamilton
3153

*c/a broke formation
gas & oxygen shortage*

LOW

Bender
3263

Snow
0181

Sundberg
0176

HIGH

Knowlton
0178

Storie
0255

Palmer
0377

Noyes
0182

Baker
3194

Broman
0272

Robinson
0288

Hodges
0160

Rothschild
0161

54017-06015'G
0927

Nason
3273

Reagan
5082

O'Neal
0175

McPherson
0135

Hayden
9943

Thomas
0219

*formation broken up by c/a clouds
0908-5430-08*

Lenke
0045

Ivers
3302

*joined group headed home
0920 5440-06*

*Could not stay in formation
0915
55-08*

*clashed & fighters
0912
5440 07*

NSWAND BY FOR B/C

PNT - MBP XXX BMP VIA PNT - NCH VIA PNT - ?'3BSE - SNT - HRM
- GAF - TAF - KNE V THE NR THE 10/29 1515B

ATTN- A-2

4BW Y170E 29-7-43

INTELLIGENCE NARRATIVE OSCHERLSEBEN 28 JULY 43

S1

ENEMY FIGHTER OPPOSITION WAS INTENSE AND VERY AGGRESSIVE - THE FIRST BEING ENCOUNTERED AT A POINT HALFWAY IN ON THE DIVERSION, AT APPROXIMATELY ~~53~~ 53 DEGS 25 MIN N 07 DEGS 47 MIN E. APPROXIMATELY ONE HUNDRED E/A ATTACKING - ~~THIRTY~~ THIRTY TO THIRTY-FIVE FW190S THIRTY TO THIRTY FIVE ME109S, TEN TO FIFTEEN ME110S TEN TO FIFTEEN JU88S ENEMY TACTICS EMPLOYED VARIED WITH THE MAIN OFFENSIVE WEAPON OF THE ENEMY BEING THE CLOUD COVER BOTH ABOVE AND BELOW THE FORMATION. E/A ATTACKED IN GROUPS OF FOUR TO SEVEN. MORE ATTACKS WERE NOTED FROM FIVE TO SEVEN O/CLOCK FROM BELOW ATTACKING THE LEAD COMBAT WING, COMING UP THRU THE LOW ~~GROUP~~ GROUP AND ATTACKING THE LEAD GROUP. THE MAJORITY OF ATTACKS STILL CAME IN FROM ELEVEN TO ONE O/CLOCK HEAD ON IN 'V' FORMATION - ALSO TRAILING AND ABREAST IN GROUPS OF FOUR TO SEVEN. THE OUTSTANDING NATURE, WAS THE SHORT DIVE THE E/A WOULD TAKE JUST BEFORE GETTING IN RANGE OF THE NOSE GUNS. PULLING UP AND ATTACKING THE UNDER PART OF THE PLANE. THIS TYPE OF TACTIC WAS ALSO EFFECTIVE IN QUITTING THE NUMBER OF SHOTS THE BALL TURRET WAS ABLE TO BRING TO BEAR ON THE E/A.

THERE ARE MANY REPORTS OF E/A MAKING FEINTS. DRIVING IN FROM ABOVE TO WITHIN RANGE OF OUR GUNFIRE AND DIVING AWAY, THIS TYPE OF TACTIC WAS REPORTED TO HAVE BEEN DUPLICATED MANY TIMES IN SPITE OF THE NOT TOO HEAVY GUNFIRE BEING BROUGHT TO BEAR. THE E+A WOULD THEN PULL AWAY ATTACKING A/C AHEAD OR BEHIND, MAKING IT QUITE EVIDENT THAT EXCESSIVE AMMUNITION EXPENDITURE IS EXPECTED FROM THIS TYPE OF TACTIC. TWO CREWS REPORTED SMALL PARACHUTES BEING DROPPED CONVEYING BOMBS WHICH EXPLODED WITHIN THE FORMATION. THERE ALSO WERE REPORTS OF BOMBS ABOUT THE SIZE OF A ONE HUNDRED LB PRACTICE BOMB BEING SEEN FALLING THROUGH THE FORMATION. THERE ARE SOME INDICATIONS FROM REPORTS RECEIVE THAT E/A MIGHT HAVE BEEN EMPLOYING DIVE BOMBING TACTICS IN ATTACKING OUR FORMATION. THERE ARE MANY REPORTS OF ME110S, 7 JU88S FW190S BEING ARMED WITH LARGE CALIBRE CANNONS, AT LEAST 37MM. THESE E/A WERE REPORTED TO STAND OFF AT 1500 AND 2500 YARDS SINGLY AND ALSO IN GROUPS UP TO FIVE. LINED UP ABREAST. THE E/A WOULD RAISE THEIR NOSE AND LOB ~~THEIR~~ THEIR SHELLS INTO THE FORMATION, THEY DID NOT SEEM CAPABLE OF CONTINUOUS FIRE AND BROKE OFF AFTER ONE OR TWO SHOTS. THE SHELLS WERE FUSED TO BURST IN THE FORMATION AND CREATED WHITE BURSTS THAT COVERED AN AREA OF TWO TO THREE AIRCRAFT. THESE GUNS WERE MOUNTED UNDER THE WING AND ONE REPORT DESCRIBES AN ME110 HAVING A TOP TURRET WITH THIS TYPE OF GUN FIRING TO THE REAR. FW190 HAD ONE MOUNTED DIRECTLY UNDER FUSELAGE.

THE LOSS OF THREE OF OUR AIRCRAFT OF 96 ~~GROUP~~ GROUP IS ATTRIBUTED TO EITHER AIR TO AIR BOMBING OR HEAVY CALIBRE GUNS, WITH REPORTS OF BOTH BEING REPORTED AS A POSSIBLE REASON OF AIRCRAFT 5 257 EXPLODING AFTER RECEIVING A DIRECT HIT IN THE BOMB BAY. 257 THEN CRASHED INTO ANOTHER AIRCRAFT AND BOTH CRASHED INTO A THIED.

S-2

AA FIRE WAS GENERALLY MEAGRE ON ROUTE IN AND OUT AND NONE WAS REPORTED AT TARGET. SOME GROUPS GOT OFF COURSE AND ENCOUNTERED MODERATE FIRE OF UNSEEN BARRAGE TYPE FROM HELIGOLAND THAT CAUSED DAMAGE TO A/C SOME AA FIRE WAS BELIEVED TO HAVE BEEN ENCOUNTERED IN VICINITY TO SYLT. SOME GROUPS REPORT ACCURATE MODERATE GUN FIRE FROM SCHIPOL ~~XXX~~ A/D. IN ADDITION TO PREVIOUS MENTIONED PLACES.

~~THE~~ INACCURATE GUN FIRE WAS ENCOUNTERED FROM MAGDEBURG HELMSTADT, MINE OSNABRUCK, SOESTERBURG, UTRECHT AND ROTTERDAM. ~~FUN-XXX~~ GUN FIRE FROM FRISIAN ISLANDS VARIED FROM ACCURATE TO NIL.

S3

15 A/C WERE LOST APPROXIMATELY AS FOLLOWS:

- 1 B-17 WAS DITCHED AT APPROXIMATELY 52 DEGS 15 MIN N. 03 DEG 00 MIN E.
- 1 B-17 WAS SEEN DITCHED ~~XXX~~ AT APPROXIMATELY 52 DEGS 10 MIN N. 3 DEG 10 E. SPEED BOATS OF AN UNKNOWN NATIONALITY WERE SEEN NEARBY
- 1 B-17 WAS SEEN DITCHED AT APPROXIMATELY 52 DEGS 00 MIN N. 3 DEGS 31 MIN E.

AN SOS WAS RECEIVED FROM 54 DEGS 42 MIN N. AND 2 DEG 55 MIN E. LATER A/C REPORTED SEEING TWO DINGHYS AT THAT POSITION:

- 1 B-17 SEEN TO BE HEADED DOWN ~~XXX~~ ROUT OF CONTROL AT 54 DEG 30 MINS N. 7 DEGS 00 MIN E. THOUGHT TO BE A/C 351 WHICH HIT THE WATER AT 54 DEGS 28 MINS N. 5 DEGS 21 MINS E. THREE CHUTES WERE SEEN AND OBSERVING A/C DROPPED ONE DINGHY TO THEM.

REPRODUCED AT THE NATIONAL ARCHIVES
FOUR SHIPS POSSIBLE MERCHANT VESSELS, WERE SEEN HEADING
NORTHEAST, AT APPROX 54 DEGS 00 MINS N. 06 DEGS 25 MINS E. AT
0938 HOURS.

AT 0945 HOURS A CONVOY APPEARED TO BE FORMING OFF BORKUM ISLAND
HEADING 230 DEGS.

SUV 1 CREW REPORTED SEEING ENEMY FIGHTERS FIRING AT PARACHUTES.
AN ENEMY AIRCRAFT WAS OBSERVED STRAFING A B-17 WHILE IT WAS GOING
DOWN AND ~~XXX~~ WHEN IT HIT THE WATER.

ONE DINGHY SEEN ON WATER 53 DEGS 25 MINS N. 1 DEG 50 MIN E.

AN ~~XX~~ AIRFIELD WITH GRASS RUNWYS BELIVED TO BE A FIGHTER BASE
WAS OBSERVED 10 MILES EAST OF SOESTERBURG.

AT RHEINE 52 DEGS 17 MIN N. 7 DEG 26 MIN E. NEW CAMOUFLAGE
~~XXXXXXXXXXXXXXXXXX~~ WAS OBSERVED OVER A POSSIBLE ~~DOCK XXX~~ DOCK AT
THE BEND OF THE RIVER.

A LARGE NUMBER (APPROX. 34) CAMOUFLAGE BUILDINGS WERE
~~REPORTED~~ SIGHTED IN A WOOD AT 52 DEGS 10 MIN 6 DEG 48 MIN E. WITH A
RAILROAD SPUR LEADING UP TO THEM.

ONE FW 190 REPORTED TO HAVE EXPLODED ~~XXXXXXXX~~ WHEN HIT BY
FLAK. THERE WERE REPORTS OF A STRANGE B-17 FLYING WITH OUR FORMATIONS
THE 385 BG REPORT 1 B-17 DIRTY BROWN IN COLOR WITH WINDOWS
CLOSED FLEW IN TAIL POSITION WITH THEN TO APPROXIMATELY 53 DEGS
35 MINUTES N. 3 DEG 30 MIN E. AT 1044 HOURS IT MADE A 180 DEG TURN
AND HEADED BACK FOR GERMANY.

THE 96 GROUP REPORTS B-17 WITH NO IDENTIFYING MARKINGS
LEAVING THE FORMATION 10 MINUTES FROM ENGLISH COAST. IT MADE A 180
DEG TURN AND HEADED BACK FOR GERMANY. MANY COMPLAINTS WERE MADE
BY PILOTS OF THIS SHIP FLYING IN FORMATION AND WEAVING IN AND OUT AND
RX FORCING SHIPS OUT. B

S-7

PRELIMINARY PHOTO INTERPRETATION SHOWS BURSTS TO BE WELL
CONCENTRATED ON THE NORTHERN HALF OF THE TARGET AREA. INCENDIARY BOMBS
APPEAR TO HAVE FALLEN IN OPEN COUNTRY ONE TO TWO MILES SHORT
OF TARGET.

S-8

THE FOLLOWING CREWS COMMENTS AND SUGGESTIONS WERE RECEIVED:

1. THERE SHOULD BE MORE ACCURATE WEATHER INFORMATION.
2. STRESS SHOULD BE PUT UPON THE USE OF ARMOR PIERCING BULLETS
AS AGAINST INCENDIARIES. WHEN GUN BARRELS ARE EXTREMELY HOT,
THE INCENDIARIES EXPLODE AT THE MUZZLE.
3. MOVE RIGHT NOSE GUN BACK TO A POSITION OPPOSITE LEFT NOSE GUN.
4. ELIMINATE FEINTS.
5. RELIEF ~~TUBE~~ TUBE FOR BALL TURRET.
6. SHORTER FEED BELT ON WAIST GUNS.

S-9 TO FOLLOW.

HOLD FOR CHECK

CC PARA UNDER S-4 CHANGE TO READ S-5 NOT YET AVAILABLE RPT

S-5 NOT YET AVAILABLE

TOD - 0324 DORIS FARRINGTON VA+

TBV

HRM R FOR D/C

THE R 300330B FAW VA

2537
Wing Narr

1 B-17 WAS DITCHED AT APPROXIMATELY 52 DEGS 10 MIN N. 3 DEG 03 MIN E.
1 B-17 WAS SEEN DITCHED ~~AT~~ AT APPROXIMATELY 52 DEGS 10 MIN N. 3 DEG 10 E. SPEED BOATS OF AN UNKNOWN NATIONALITY WERE SEEN NEARBY
1 B-17 WAS SEEN DITCHED AT APPROXIMATELY 52 DEGS 00 MIN N. 3 DEGS 31 MIN E.
AN SOS WAS RECEIVED FROM 54 DEGS 42 MIN N. AND 2 DEG 55 MIN E. LATER A/C REPORTED SEEING TWO DINGHYS AT THAT POSITION.
1 B-17 SEEN TO BE HEADED DOWN ~~FOR~~ ROUT OF CONTROL AT 54 DEG 30 MINS N. 7 DEGS 00 MIN E. THOUGHT TO BE A/C 351 WHICH HIT THE WATER AT 54 DEGS 28 MINS N. 5 DEGS 21 MINS E. THREE CHUTES WERE SEEN AND OBSERVING A/C DROPPED ONE DINGHY TO THEM.
1 B-17 THOUGHT TO BE A/C NO 141 WAS SEEN DITCHED AT APPROXIMATELY 54 DEGS 00 MINS N. 7 DEGS 55 MINS E. FOUR CHUTES SEEN IN THE WATER. THIS A/C WAS THOUGHT TO BE SEEN EARLIER WITH NO. 1. ENGINE AFIRE AND RUDDER SHOT UP.

1 B-17 WAS SEEN GOING DOWN AT 52 DEGS 14 MINS N. 8 DEGS 35 MINS E AFTER A FLAK HIT AND WHILE UNDER FIGHTER ATTACK. SHIP BURST INTO ~~FLAMES~~ ~~FLAMES~~ FLAMES, NOSED OVER AND WENT INTO A SPIN. ONE CHUTE SEEN.

4 B-17S WERE SEEN GOING DOWN IN SIGHT OF THE TARGET. APPROXIMATELY 32 X CHUTES SEEN.

1 B-17 REPORTED BLOWING UP NEAR LATHEN. ONE CHUTE SEEN.

3 B-17S SEEN TO CLLIDE AT APPROXIMATELY 54 DEGS 30 MINS N. 7 DEGS 50 MINS E. SEE S-1 FOR DETAILS.

S-4

ONE A/C NO 219 OF THE 95TH BOMB GROUP CRASH LANDED AT FRAMLINGHAM THE CONTROLS HAD BEEN SHOT AWAY AND THREE CREW MEMBERS (ONE WOUNDED) HAD ~~BE~~ BALED OUT OVER TARGET AREA. THE A/C LANDED, WHEELS UP, WITHOUT INJURY TO THE REMAINING CREW MEMBERS BUT WITH LIKELY TOTAL LOSS OF A/C

ONE A/C NO 204 OF THE 385TH BOMB GROUP LANDED NEAR HONINGTON.

S-4 NOT YET AVAILABLE.

~~THE~~ S-6 THE FOLLOWING OBSERVATIONS WERE RPORTED:

AN A/C OF THE 94 BOMB GROUP OBSERVED FIVE SUBS HEADING WEST AT 0944 HOURS AT APPROXIMATELY ~~52 DEGS~~ 55 DEGS 00 MINS N. 03 DEGS 10 MINS E.

AN A/C OF THE 388TH BOMB GROUP REPORTED SEEING FOUR SUBS CRASH DIVE NEAR THE FRISIAN ISLANDS.

A/C OF THE 96TH BMB GROUP. OBSERVED ONE LARGE SHIP EITHER A CARGO OR BATTLESHIP AT APPROX. 54 DEGS 20 MINS N. ~~55~~ 06 DEGS 50 MINS E. ON A HEADING OF 120 DEGS.

A LARGE CONVOY OF FROM THIRTY TO FORTY SHIPS OF LARGE TONNAGE WERE OBSERVED LYING JUST OFF AMSTERDAM.

FOUR SHIPS POSSIBLE MERCHANT VESSELS. WERE SEEN HEADING NORTHEAST, AT APPROX 54 DEGS 00 MINS N. 06 DEGS 25 MINS E. AT 0938 HOURS.

AT 0945 HOURS A CONVOY APPEARED TO BE FORMING OFF BORKUM ISLAND HEADING 230 DEGS.

SUV 1 CREW REPORTED SEEING ENEMY FIGHTERS FIRING AT PARACHUTES. AN ENEMY AIRCRAFT WAS OBSERVED STRAFING A B-17 WHILE IT WAS GOING DOWN AND ~~XXX~~ WHEN IT HIT THE WATER.

ONE DINGHY SEEN ON WATER 53 DEGS 25 MINS N. 1 DEG 50 MIN E.

AN ~~AN~~ AIRFIELD WITH GRASS RUNWYS BELIVED TO BE A FIGHTER BASE WAS OBSERVED 10 MILES EAST OF SOESTERBURG.

AT RHEINE 52 DEGS 17 MIN N. 7 DEG 26 MIN E. NEW CAMOUFLAGE ~~DISCOVERED~~ WAS OBSERVED OVER A POSSIBLE ~~DOCK~~ DOCK AT THE BEND OF THE RIVER.

A LARGE NUMBER (APPROX. 34) CAMOUFLAGE BUILDINGS WERE ~~REPORTED~~ SIGHTED IN A WOOD AT 52 DEGS 10 MIN 6 DEG 48 MIN E. WITH A RAILROAD SPUR LEADING UP TO THEM.

ONE FW 190 REPORTED TO HAVE EXPLODED ~~AT 1044 HOURS~~ WHEN HIT BY FLAK. THERE WERE REPORTS OF A STRANGE B-17 FLYING WITH OUR FORMATIONS THE 385 BG REPORT 1 B-17 DIRTY BROWN IN COLOR WITH WINDOWS CLOSED FLEW IN TAIL POSITION WITH THEN TO APPROXIMATELY 53 DEGS 35 MINUTES N. 3 DEG 30 MIN E. AT 1044 HOURS IT MADE A 180 DEG TURN

BSE H N - SNT - TAF - AF - KNE V THE OPS NR 6 27 20B PRIORITY
 CONFIDENTIAL 4BW Y147E

CONTINUATION OF INTELL. NARRATIVE REPORT

S-9

DUE TO HAZE AND CLOUDS AT ASSEMBLY GREAT DIFFICULTY WAS ENCOUNTERED IN FORMING COMBAT WINGS. RESULT WAS THAT GROUPS ASSEMBLED AND BOMBED TARGET AS INDICATED IN S-1 ABOVE. THE 96, 385 AND 95 GPS FOLLOWED THE BRIEFED COURSE. THE OTHERS DID NOT.

20 A/C 94 GP TOOK OFF AT 0809 AND LANDED AT 1430 HOURS.
 19 A/C WERE SORTIES. 3 A/C ARE MISSING.
 A/C 166 WAS ABORTIVE TURNING BAK ONE MILE FROM FIELD BECAUSE OF HIGH OIL TEMPERATURE.

22 A/C 95 GP. TOOK OFF AT 0802 AND LANDED AT 1515HRS. 18 A/C WERE SORTIES XX SORTIES OF WHICH 4 A/C ARE MISSING.

A/C	TIME	TURND BACK	REASON
153	1000	5430 0540	LEAK BALL TURRET FLUID.
045	0915	15 MILES OFF ENGLISH COAST	- COULD NOT GET INTO POSITION IN FORMATION DUE TO HAZE
219	1030	HELIGOLAND	WAIST GUNNER HAD ATTACK OF BENDS.
377	1100	5410-0700	OXYGEN SUPPLY LOW - RW GUNNER HAD ATTACK OF BENDS.

A/C 255 RETURNED EARLY FROM 5350-0730 AT 1115 HRS. IT WAS A SORTIE. ENCOUNTERED ENEMY AND DROPPED BOMBS ON CONVOY. TEMPERATURE OF NO. 1 ENGINE CAUSED TURN BACK. A/C 194 TURNED BACK AT 1123 BECAUSE NO. 2 ENGINE WENT OUT. DROPPED BOMBS ON LANGEBOG ISLAND. IT IS A SORTIE

18 A/C 96 GP TOOK OFF AT 0801 AND LANDED AT 1507.
 13 A/C ARE SORTIES. 1 A/C IS MISSING RESULT OF E/A
 THERE WERE SIX A/C THAT RETURNED EARLY FIVE OF WHICH WERE NOT SORTIES - A/C 365 WAS THE SORTIE.

A/C	TIME	ALT.	TURND BACK	REASON
836	0836	8000	5212-0000	BROKEN OXYGEN LINE
394	1045	23000	5450-0740	PROP-GOVERNOR
369	0938	14000	5349-0330	BOTH TURRETS OUT.
298	0910	11000	XXXXXX UNKNOWN	POWER LOW 140 MPH TOP SPEED
401	0920	12000	UNKNOWN	LOST POSITION DUE TO PROP WASH.
365	1108	23000	5340-0726	SUPERCHARGERS OUT

20 A/C 100 GP. TOOK OFF AT 0802 AND LANDED AT 1347 HRS.
 16 A/C WERE SORTIES. FOUR RETURNED EARLY AND WERE NOT SORTIES.

A/C	TIME	ALT.	TURND BACK..	REASON
063	0827	2000	AT BASE.	ENGINE INST. FAILURE
878	0825	3000	10 MLE N. BASE	RADIO AND GAS FAILURE
863	0925	7000	5325-0250	NO 3 ENGINE FAILURE
090	1037	23000	5455-0820	NO 1. ENGINE FAILURE.

21 A/C 385 GROUP TOOK OFF AT 0755 AND LANDED AT 1439 24HRS.
 18 A/C ARE SORTIES OF WHICH THREE ARE MISSING - THREE RETURNED EARLY AND ARE NOT SORTIES.

A/C	ALT.	TURND BACK	REASON
902	8000	ENGLISH COAST	MISUNDERSTANDING OF ORDERS
290	8000	ENGLISH COAST	MISUNDERSTANDING OF ORDERS
316	700	OVER BASE	PROP GOVERNOR LINE HEATING

21 A/C 388 GP TOOK OFF AT 0745 AND LANDED AT 1509 HRS.
 17 A/C WERE SORTIES OF WHICH 5 ARE MISSING. 4 A/C RETURNED EARLY AND ARE NOT SORTIES.

A/C	TIME	ALT.	TURND BACK.	REASON
203	1030	22,000	5450N 06DGS 30'E	RUNWAY PROP NO. 3
205	0901	19,000	5305N 01DGS 40'E	OIL PRESSURE HIGH
349	1056	22,000	55 DEGS 00N 06 DEGS 10'E	ENGINE TROUBLE NO1
193	1015	22,000	5446N 06DEGS 30'E	RUNWAY PROP NO. 1.

E N D
 CC UNDER 96 GP LINE 298 0910 11000 UNKNOEN XXX UNKNOWN
 CC UNDER 100 GP LINE 863 0925 7000 5325-0250 NO 3 ENGINE FAILURE
 TOD 1955/27 DM
 SLF BBBB
 DLF BB

W2342

COBOMWG FOUR

Y 586-D

COBOMGR 95TH

XXX

XXXX

28-7-43 2100 S-2

S-1 ENEMY FIGHTER OPPOSITION CAN BEST BE DIVIDED INTO TWO PHASES: THE FIRST, FROM A POINT ABOUT HALF WAY IN ON THE DIVERSION CONTINUING FOR APPROXIMATELY ONE HOUR; THE SECOND, FROM THE COAST TO A POINT JUST PAST THE I. P. ELSEWHERE FIGHTER OPPOSITION WAS SLIGHT ON NIL. DURING THE FIRST PHASE WHICH LASTED FROM APPROXIMATELY 0850 TO 0950 OUR FORMATION WAS UNDER CONSTANT ATTACK FROM ABOUT 150 E/A IDENTIFIED AS ME 109's, FW 190's, JU 88's ME 210's, AND ME 110's BUT PREDOMINATELY THE SINGLE ENGINE TYPES. E/A WERE AIDED GREATLY BY CLOUDS WHICH MADE CLOSE FORMATION FLYING DIFFICULT AND SO AFFORDED ADVANTAGEOUS ATTACKING OPPORTUNITIES TO E/A. DURING THIS PHASE ATTACKS WERE SO AGGRESSIVE AND CONSTANT THAT E/A CAME IN BY GROUPS OF FIVE TO TEN AND OUR GROUP CLAIMED NO LESS THAN TWENTY-EIGHT E/A DESTROYED. DURING THE SECOND PHASE, IN WHICH OUR CLAIMS WERE 15 E/A DESTROYED, E/A WERE SLIGHTLY LESS IN VOLUME BUT EQUAL IN AGGRESSIVENESS. THE SAME TYPES OF E/A WERE AGAIN REPORTED. FROM THE TARGET OUT TO THE COAST FIGHTER OPPOSITION WAS RELATIVELY UNIMPORTANT. MOST OF THE E/A ATTACKS WERE FROM 7 AND 5 O'CLOCK AND SLIGHTLY BELOW. IT WAS REPORTED THAT WITHOUT CLOSE FORMATIONS, IT WAS EXTREMELY DIFFICULT FOR ONE OF OUR PLANES TO BRING MUCH FIRE POWER TO BEAR ON ATTACKING PLANE. MANY SINGLE ENGINE E/A WERE PAINTED TO RESEMBLE P-47's. REPORTS OF ATTACKS AT A POSITION OUT OF FIRING POSITION OF BOTH THE TAIL AND UPPER TURRET GUNS WERE FREQUENT,

THE ATTACKS COMING BETWEEN 7 AND 8 O'CLOCK.

S-2 A FIRE ON THE MISSION TO OSCHERSLEKEN WAS OF MODERATE TO MEAGER INTENSITY AND NOT VERY ACCURATE. BECAUSE THE 95TH GROUP DID NOT FOLLOW THE BRIEFED COURSE BACK, ELEMENTS OF IT RAN INTO CONSIDERABLE MORE GUNFIRE THAN WAS EXPECTED. OVER THE FOLLOWING PLACES PLANES FROM THE 95TH RECEIVED MODERATELY INACCURATE FIRE: MAGDEBURG, HELMSTODT, OSCHERSLEBEN, MINDEN, OSNABRUCK, SOESTERBURG, UTRECHT, ARUSTERDAM, AND ROTTERDAM. THERE WAS DEVIATION OF 5 TO 10 MILES BOTH NORTH AND SOUTH OF THE BRIEFED ROUTE ON THE WAY BACK. SEVERAL SHIPS REPORTED JU 88'S FIRING ROCKET SHELLS WHICH CLOSELY RESEMBLED A FIRE.

S-3 THREE OF OUR A/C, #3288, 0150, 5882, ARE MISSING. THE LAST NAMED IS REPORTED AS ABORTING AT 0930 WHILE OVER THE NORTH SEA, IN THE AREA WITHIN WHICH OUR A/C WERE SUBJECTED TO INTENSE FIGHTER ATTACK. THE FIRST IS REPORTED BLOWING UP NEAR LATHEN, ONE PARACHUTE SEEN. ONE CREW REPORTS THE SECOND ATTEMPTING A LANDING IN THE AREA OF THE PRIMARY TARGET. THREE B-17'S, TWO IN A COLLISION, WERE REPORTED DOWN AT 54°40'N, 07°00'E. A B-17 WAS REPORTED DITCHING AT 52°15'N, 03°00'E, ALSO, LIKELY THE SAME, AT 52°10'N, 03°20'E.

S-4 ONE A/C, #0219, CRASH LANDED AT FRAMLINGHAM. THE CONTROLS HAD BEEN SHOT AWAY AND THREE CREW MEMBERS, ONE WOUNDED, BAILED OUT IN THE TARGET AREA. THE A/C LANDED, WHEELS UP, WITHOUT INJURY TO THE REMAINING CREW MEMBERS BUT WITH LIKELY TOTAL LOSS TO THE A/C.

S-5 SLIGHT DAMAGE TO FOUR A/C, SEVERE DAMAGE TO FIVE.

S-6 AN AIRFIELD WITH GREEN (LIKELY GRASS) RUNWAYS, BELIEVED A FIGHTER BASE, WAS REPORTED 10 MILES EAST OF SOESTERBERG. AT 52°17'N, 07°26'E, RHEINE, NEW CAMOUFLAGE, POSSIBLY A NEW DOCK, WAS REPORTED AT THE BEND OF THE RIVER. A LARGE NUMBER (35) OF CAMOUFLAGED BUILDINGS WERE SIGHTED IN THE WOODS AT 52°10'N, 06°48'E. A RAILROAD SPUR RUNS TO THE BUILDINGS.

ONE CREW ONLY REPORTED ENEMY FIGHTERS FIRING AT PARACHUTES.

S-7 BOMBING RESULTS WHERE OBSERVED WERE POOR. NO ONE OF THE FOUR OF OUR A/C ATTACKING THE PRIMARY TARGET ARE BELIEVED TO HAVE HIT IT ALTHOUGH THEY STATE IT WAS HIT BY SOME UNIT. A/C 0255 BELIEVES IT BOMBED GREAT ALSLEBEN, 51°57' N, 11°15'E. A/C 0178 BOMBED A DUMMY AIRDROME NEAR THE PRIMARY TARGET. A/C 0135 REPORTED IT HAD PROBABLY BOMBED THE WRONG TARGET. A/C 3153 BOMBED GRONINGEN AT 51°56'N, 11°12'E REPORTING ITS BOMBS HITTING NEAR A RAILROAD SIDING AT LOWER EDGE OF TOWN. A/C 0176 BELIEVES IT HIT GREAT ALSLEBEN. A/C 0288 REPORTS IT BOMBED A SMALL VILLAGE NEAR BRUNSWICK A/C 3263 INEFFECTUALLY BOMBED A SMALL VESSEL IN VICINITY OF POINT WHERE IT TURNED BACK.

S-8 CONFINED TO OBSERVATIONS ASSOCIATED WITH CLOUDS AS IT AFFECTED FIGHTER COVER AND BOMBER FORMATION AND EFFECT OF LARGE UNITS LEAVING THE FORMATION.

S-9 20 A/C TOOK OFF, BEGINNING AT 0605 ON 28 JULY TO ATTACK AIRCRAFT FACTORY AT OSCHENSLEBEN. ONE, #0175 RETURNED IMMEDIATELY UPON TAKE-OFF BY REASON OF A RUNAWAY PROP. BETWEEN 1145 AND 1230, 6 A/C - 3263, 0182, 0161, 0181, 3194, 9943, RETURNED TO BASE STATING THAT CLOUDS AND STRONG ATTACKS BY ENEMY FIGHTERS NECESSITATING THEIR TAKING CLOUD COVER HAD SPLIT THEM FROM THE FORMATION, UPON WHICH THEY RETURNED TO BASE. BETWEEN 1317 AND 1330, EIGHT OTHERS RETURNED. ABOUT 1426, A/C 0045, WHICH HAD LANDED AT GREAT ASHFIELD FOR GAS, RETURNED. A/C 0219 CRASH LANDED AT FRANLINGHAM, 7 OF ITS CREW RETURNING TO BASE ABOUT 1700. THREE A/C FAILED TO RETURN. THE LEADER OF THE HIGH SQUADRON REPORTS HE CONFUSED WEMIGERODE WITH THE I. P. AND ON A HEADING OF 100° BOMBED GREAT ALSLEBEN.

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

APO 634
 28 July 1943

SUBJECT: Navigation Report for the Mission of 28 July, 1943.

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

1. The briefed course was followed very well with the exception of the diversionary course, where the lead group flew too far to the north. The course over enemy territory was followed to the I.P. where Weinegiredo was chosen instead of Blankenburg. This and poor visibility over the target led to the mistaken identity of the target by the lead navigator and bombardier, who dropped bombs on Great Alsleben.

2. The route back was followed precisely to Amsterdam, where the groups were six miles off course to the right.

3. Station 7000 was used throughout the mission by the lead plane of the lead plane of the Ninety Fifth Group. The lead navigator reported good reception to 0641K (Crossing enemy coast) where the "A" impulse faded. Jamming was observed east of 0700E. The impulses reappeared over Belgium on the route back. Ten fixes were plotted on the route out, and ten on the route back.

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

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

DECLASSIFIED
 Authority NND 745005
 By STP NARA Date 2/14/91

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

HEADQUARTERS
 VIII BOMBER COMMAND
 A.P.O. 634

521

Bomber Command Narrative of Operations
 Day Operation - 28 July, 1943
 Mission No. 78

TARGETS: Kassel and Oschersleben.

302 B-17's were dispatched to attack industrial plants located at Kassel and Oschersleben. 49 B-17's succeeded in bombing the Spinnfaser A.G. at Kassel with fair results while 28 attacked the aircraft assembly plant at Oschersleben. 17 A/C attacked opportunity targets in NW Germany with unobserved results. Both formations of A/C encountered intense and aggressive e/a opposition. While flak was intense over Kassel, it did not constitute a serious threat over Oschersleben. Withdrawal support was furnished to the bombers by P-47's of the VIII Fighter Command and 10 Squadrons of Spitfires. 22 B-17's were lost on this mission against claims of 83-34-63.

Unit	(DISPATCHED)	Number of A/C		Lost	Claims	Personnel Casualties			
		Attacking	Abortive*			(Killed)	Wounded	Missing	
KASSEL		A.	B.						
91	20	0	2	18	0	0-0-0	0	0	0
92	17 ^x	14 ^x	3	0	2	3-1-0	0	1	20
303	20	4	5	11	0	0-0-0	0	0	0
305	21	20	1	0	1	5-0-2	0	2	10
306	24	16	6	2	2	10-2-4	0	6	20
351	21	0	5	16	0	0-0-0	0	0	0
379	19	0	1	18	1	8-2-7	0	6	10
381	20	0	5	15	0	0-0-0	0	0	0
384	20	4	3	13	1	1-10-9	0	0	11
	<u>182^x</u>	<u>53^x</u>	<u>31</u>	<u>93</u>	<u>7</u>	<u>27-15-22</u>	<u>0</u>	<u>15</u>	<u>71</u>
<u>4th WING</u>									
<u>OSCHERSLEBEN</u>									
94	18	11	1	6	0	12- 2- 4	0	2	0
95	20	11	0	9	3	22- 8-11	0	4	33
96	21	4	0	17	7	7- 7-14	0	3	71
100	21	0	2	19	0	2- 1- 4	0	1	0
385	26	2	2	22	4	6- 1- 6	0	0	20
388	14	9	4	1	1	7- 0- 2	0	1	10
	<u>120</u>	<u>37</u>	<u>9</u>	<u>74</u>	<u>15</u>	<u>56-19-41</u>	<u>0</u>	<u>11</u>	<u>134</u>
<u>TOTALS</u>	302	95	40	167	22	83-34-63	0	26	205

* Abortive A. - Mechanical, equipment and personnel failures
 B. - Weather, enemy action.
 x Includes 1 YB-40

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

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Authority WWD 745005By SPD NARA Date 3/14/91PART 1 - 1st Wing

BOMBING RESULTS: 49 B-17s dropped 340 x 500 GP fused 1/10 sec. nose 1/100 sec. tail, 160 x 250 I.B. and 80 x 100 I.B. from 23-27000ft. at 1027 to 1054 hrs. on the Fieseler Flugzeugbau G.M.B.H. and Spinnfaser A.G. at Kassel with fair results. A heavy concentration of hits were scored on the camouflaged living quarters and huts south of the above named plants. Two bursts were seen on the main building and another burst near the corner of the Spinnfaser A.G. Other hits were observed on and among the smaller buildings of this plant. The Fieseler aircraft plant does not appear to have been hit although there was one burst immediately in front of one building. 2 a/c dropped bombs on Wettrup, 1 a/c dropped on Beetstorzwegg; another on an unidentified town in Germany with results unknown.

REASONS FOR FAILURE TO BOMB: 124 a/c failed to bomb - 27 because of mechanical or equipment failures, 94 abandoned mission because of weather, 2 because of personnel failures and 1 was lost before reaching target.

ENCOUNTERS: Heavy fighter opposition from 100 to 125 e/a began at 1006 hrs. and continued until 1215 hrs. Attacks were predominately from 12 o'clock high and 6 o'clock level although scattered attacks were made from all directions. Most of the e/a were ME-109s and Fw-190s with a few ME-110s and JU-88s. The use of large projectiles was reported and they were believed to be larger than 40 mm. Large flames were seen coming from these guns while the bursts were almost as large as flak bursts. Unidentified e/a were reported using rocket propelled bombs with great accuracy. The rockets were propelled from a belly gun and looped over the top of our planes where they exploded with large sheets of metal.

CASUALTIES: Personnel - 6 seriously wounded, 9 slightly wounded and 71 missing.
Equipment - 7 B-17s were lost, 3 to flak, 2 to e/a and 2 for reasons unknown.
Estimated Battle Damage - 34 category "A", 7 category "AC" and 4 category "E".

FLAK: Intense, accurate flak was encountered from the I.P. to over the target. Moderate, inaccurate flak at Hamm, Rotterdam, Hague, Leeuwarden, Lingon, Juist and Bockum. Meagre, inaccurate at Ameland, Osnabruck, Bielefeld and Schiermonnikoog Island.

FIGHTER SUPPORT: 52 P-47s of 78th Fighter group met one formation of B-17s near Rotterdam on their return. 4 e/a attacking the Fortresses dove away on their approach. 24 P-47s of 56th Fighter group met two groups of B-17s at Dordrecht and accompanied them back to the English coast. 47 P-47s of 4th Fighter group met a number of returning B-17s near Leerdam. At the time of meeting, the fortresses were being attacked by 45-50 e/a. As a result of combats, 6 ME-109s and 3 FW-190s were destroyed, 1 ME-109 was probably destroyed and 4 FW-190s and 2 ME-109s were damaged for the loss of one P-47 and pilot.

ORDERED ROUTE: Splasher No. 5, to 54°15'N-04°10'E, to 52°22'N-08°20'E, to 51°50'N-09°28'E, to 51°13'N-10°15'E, to 51°15'N-09°44'E, to target, to 51°14'N-09°17'E, to 51°00'N-08°28'E, to 50°5'N-07°55'E, to 51°48'N-07°45'E, to 51°50'N-06°10'E, to Felixstowe, to bases.

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Authority WMO 745005

WEA
700 By STO NARA Date 7/14/84 t - England 2/10 stratocumulus, base 3000 feet, tops stratocumulus and altocumulus 14000 feet. Trace high cloud, visibility 2 to 3 miles in haze. North Sea 5/10 stratocumulus, tops 6000 feet over North Sea increasing to 10/10 in frontal zone about 6 degrees East, medium cloud increasing to 8/10 to 10/10, base 16000 feet, tops 19000, variable scattered altocumulus to 23000 feet, a cirrus increasing to 5/10, 25000 feet. Cloud breaking at Continental Coast over Germany, 2/10 to 4/10 light cumulus, tops 3500 feet, trace medium cloud, 7 to 8/10 cirrus, 28000 feet, visibility 5 miles on surface in heavy haze. Area - 1 to 2/10 light cumulus, no medium, 6/10 cirrus, 28000 feet. Visibility 6 miles. Target difficult to identify because of thick haze. Note: (Target of opportunity Munster Area, 7/10 total cloud, below 10/10 cirrus, 26000 to 28000 feet.)

OBSERVATIONS: An unidentified e/a was seen over the Dutch coast. It had a body like a FW-190, wings like a ME-109 with extremely square tips, inline engine and belly tank under left wing. E/a was small and very fast, when hit by bullets pieces fell off as if made of wood or plastic.

PART II - 4th Wing

OSCHERSLEBEN.

BOMBING RESULTS: 28 B-17s dropped 238 x 500 GP fused 1/10 sec. nose 1/100 sec. tail, 24 x 500 I.B. and 48 x 100 I.B. from 18000-22000 ft. on A.G.O. Flugzeugwerk A.G. Oschersleben. Strike attack photographs show a considerable concentration of hits in the immediate vicinity of the works, severe damage was caused to a multi-bay building approximately 395' x 225' and another about 360' x 140'. Bomb bursts cover the entire northern half of the works but due to cloud and smoke it is impossible to determine extent of damage. About 16 hits were also observed on and about the village of Dalldorf which is seven miles south of the main target.

REASONS FOR FAILURE TO BOMB: 83 a/c failed to bomb, - 9 because of mechanical or equipment failures, 61 abandoned mission because of weather and 13 were lost without definite knowledge of having bombed.

ENCOUNTERS: E/a opposition was intense and aggressive. Approximately 100 e/a consisting of FW-190s, ME-109s, ME-110s and JU-88s used various methods of attack. Cloud conditions both above and below the formation was a considerable factor in favor of the enemy. The majority of attacks came from 11 to 1 o'clock though an increasing number were noted from 5 to 7 o'clock and below. Two crews reported bombs were dropped into the formation by parachute. Many reports were received of e/a firing large calibre cannon from 1500 to 2500 yds. - they would raise their nose and lob the shots into the formation. They did not seem capable of continuous fire however, and broke off after one or two shots. Loss of three B-17s are directly attributed to air to air bombing, or heavy calibre guns. This is also a possible reason for explosion of one B-17 which crashed into another and then both crashing into a third.

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Authority MWD 745005By DDO NARA Date 3/4/81

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Personnel - 2 seriously wounded, 9 slightly wounded and 134 missing.
Equipment - 15 B-17s were lost, 4 to e/a, 4 to flak and 7 for reasons unknown.
Estimated Battle Damage - 29 category "A", 10 category "AC"

FLAK: Flak was generally meagre and inaccurate. A few groups encountered moderate unscen barrage type fire from Heligoland that caused some damage. Moderate accurate flak was reported from Schipol A/D.

FIGHTER SUPPORT: 10 sqdns. of Spitfires furnished withdrawal support from over the Hague and Westhoofd areas. The only incident occurred when 20 e/a in loose formation were sighted; however, they dove away inland when Spitfires attempted to engage.

ORDERED ROUTE: Felixstowe, to 51°23'N-03°23'E, to Eupen, to Remagen, to 50°59'N-09°15'E, to target, to Dransfield, to Geseke, to Rinkerode, to Halderm, to Moyland, to 51°51'N-04°00'E, to Felixstowe.

WEATHER: Similar to 1st Wing except some slight rain areas encountered about 6 degrees East. Some aircraft flying in 8 to 10/10 medium cloud at 18000 to 20000 feet where visibility was found restricted by dense contrails, although flights above it, 23000 to 24000 feet, reported only scattered medium and cirrus base above 25000 feet. Cloud decreasing over land to 2 to 4/10 thin medium and 2 to 4/10 light cumulus below flight level and 7 to 8/10 cirrus above 25000 feet. At 60 miles inland visibility 3 to 5 miles in haze. At target there was 3/10 stratocumulus, no medium, 7/10 cirrus, above 25000 feet. Visibility 4 to 5 miles in heavy haze making target difficult to identify.

OBSERVATIONS: 1 crew reported seeing e/a firing at parachutes. E/a were also reported strafing a ditched B-17.

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

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Authority MM 745005By OTD NARA Date 8/14/84

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

28 July 1943

SUBJECT: S-2 Narrative Report.

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

1. 20 A/C took off, beginning at 0605 on 28 July to attack aircraft factory at Oschensleben. One, #0175 returned immediately upon take-off by reason of a runaway prop. Between 1145 and 1230, 6 A/C - 3263, 0182, 0161, 0181, 3194, 9943, returned to base stating that clouds and strong attacks by enemy fighters necessitating their taking cloud cover had split them from the formation, upon which they returned to base. Between 1317 and 1330, eight others returned. About 1426, A/C 0045, which had landed at Great Ashfield for gas, returned. A/C 0219 crash landed at Framlingham, 7 of its crew returning to base about 1700. Three A/C failed to return. The leader of the high squadron reports he confused Wenigerode with the I.P. and on a heading of 100° bombed Great Alsleben.

For the Commanding Officer:

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

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

APO 634
30 July 1943

SUBJECT: S-3 Narrative report on operational mission 28 July 1943.

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

1. The Ninety Fifth Bombardment Group was alerted at 1930 27 July 1943 for an operational mission with a bomb loading of 10x500 pound bombs (GP), 1/10 second nose fuse and 1/100 second tail fuse.

2. Field Order number 31 was received at 2340 27 July 1943. The Ninety Fifth Bombardment Group was set up as the low group of the 401st Combat Wing. Twenty one aircraft were called for. There was one abortion and one aircraft failed to take off. Six aircraft returned to base early because fighters and clouds separated them from the formation leaving nine of our aircraft to bomb the target. Three aircraft failed to return and one crash landed at Framlingham.

3. Little flak was encountered however, fighter opposition was intense. Only four of our aircraft bombed the primary target.

FLORENCE J. DONOHUE,
Major,
Intelligence
CLIFFORD E. COLE
Major, Air Corps
Operations Officer.

WEATHER STATION
AAF STATION 119
APO 634

JJ / jw

28 July 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 28 July 1943.

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

1. Take-Off: The time was 0600 hours. There was 7-8/10 altocumulus clouds at 12,000 ft. The visibility was 2-4 miles in haze, the wind ESW at 2-4 mph.

2. Route Out: Over the North Sea there was 3-5/10 stratus clouds below 5000 feet with multilayers of high stratus and altostratus clouds beginning at 8000 feet and continuing up to 17,000 feet. There were breaks in these cloud layers. The layer became overcast with some vertical cumulus development in the frontal zone which was approximately 05 deg. East Longitude. There was also some broken cirrus clouds above 20,000 feet in this area. Approaching the German Coast the high and middle clouds decreased becoming Nil over the continent.

3. Target: There was 2-4/10 cumulus clouds with tops below 5000 feet. The visibility was 2-4 miles in thick haze.

4. Return Route: The weather on the return route to the English channel was the same as the weather over the target, becoming clear over the channel, then becoming 5-8/10 cumulus clouds at 3000 feet over England.

5. Base on Return: Time was 1300 hours. There was 5-8/10 cumulus clouds with bases at 3000 feet. The visibility was 4-6 miles, wind westerly at 4-8 mph.

6. Remarks: The forecast was considered fair, but cloud heights over the North Sea were in error. The Group Navigator claimed the wind forecasts was good.

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