

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

APO 634
29 July 1943

SUBJECT: Bombing Report for the Mission of 29 July, 1943.

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

1. Four of our aircraft composed the high squadron in a composite group; the Ninety Fourth Bombardment Group being designated as leader.
2. The bombing data ordered that our aircraft drop its bombs on the group leader.
3. Each of our bombardiers conformed to these instructions.

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

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

(J-1)

APO 634
29 July 1943

SUBJECT: Operational Communications

TO : Commanding Officer, 95th Bombardment Group, Station 119

1. Of the eight aircraft which went on the mission, six crews were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

- (a) 334D, interphone system out, being investigated and repaired;
- (b) 335T, radio operator's mike switch out, being replaced;
- (c) 335X, interphone system out at altitude, being investigated and repaired.

3. The following aircraft used navigational aids successfully:

- (a) 334D used Splashes Nos. 4 and 6, and obtained one QDM from the home station;
- (b) 335T used Splashes Nos. 4, 5 and 6, obtained one contact with the MF/DF section, and two QDM's in the home station;
- (c) 336L used Splashes Nos. 4 and 5;
- (d) 336M used Splashes Nos. 4, 5 and 6.

4. Navigators reported that splashes were jammed and seasoned on some of the frequencies. Operators reported that the MF/DF section was crowded with calls.

RICHARD F. KNOX
1st Lieut., A C
Communications

CONFIDENTIAL
(EQUALS BRITISH SECRET)

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

AFPO 634,
 29 July 1943.

SUBJECT: Base Engineering Report on Combat Mission of July 29, 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 29, 1943.

- a. Eight (8) B-17F airplanes took-off, four (4) returned to base before completing mission.
- b. Four (4) returned to base after completing mission.

2. There were four (4) abortive airplanes.

- a. 42-3194 - Oxygen system - Ball turret oxygen line severed.
- b. 42-30176 - Oil pressure dropped to 50 lbs at 23000 feet.
- c. 42-3266 - Inoperative prop governor #1 engine.
- d. 42-30255 - Oil from #1 oil tank seeping from beneath cap.

3. Battle damage is as follows:

- a. 42-30181 - Hole in left wing penetrating Tokyo Tank. Minor sheet metal damage.
- b. 42-30120 - #1 Supercharger change. #2 Engine change. Bucket wheel damaged.

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

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

29 July 1943

SUBJECT: A A Report

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

1. The route followed into target was: Just North of Ovtrup, Vilje, Darsser Pt., target. Out of target: Doberan, Odense, Vilji, Ovtrup.

2. The visibility at the target was in general good, it being slightly cloudy.

3. Four A/C flew over the target attacking at a heading of 230° Mag. after bombing a gradual turn to the right was made. The formation flew straight and level for a period of 90 seconds.

4. The evasive action taken was varied. Two planes took side to side evasive action and the other two went up and down.

5. At the Danish coast between Ovtrup and Oksbol, there is a lake from which they received fire, but this formation was out of range. At the target there was a heavy concentration of guns that were firing in a fixed barrage. There seemed to be little or no A A Fire of the continuous - following type. None of our planes were hit, and the fire was of poor character.

For the Command:

HAYDEN

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

FORM 3

DATE July 29, 1943

SOLUTION

MEMO SHIP	PILOT	TARGET	TIME OFF		LANDING	REMARKS
			EST.	ACT.		
36-L 0226 ³⁶	Bunder		0520		1339	
35-P 0176	Dundberg		0521		0721	#1 ENGINE FEATHERED
35-X 0181	Snow		0522		1256	
36-A 3153	Not recorded					
34-D 0120	O'Meara		0524		1306+	
35-T 3266	Broman		0526		1001	#1 ENG-OIL PRESSURE DROPPED APP. 50 LBS.
36-M 0244	Mason		0531		1257	
412-W 3215	Not recorded					
35-W 3272	Not recorded					
12-V 0255	Palmer		0538		0655	OIL LEAK #1 ENGINE
34-A 3194	Hayden		0527		0815	OXYGEN LEAK IN BALL TURRET - (LOST
						Left Rear Dept
EXTRA A/C						
334-E 0182						BOMB SIGHT ABOARD
412-W 3272						No. " " "
334-A 3153						

DATE July 29, 1943

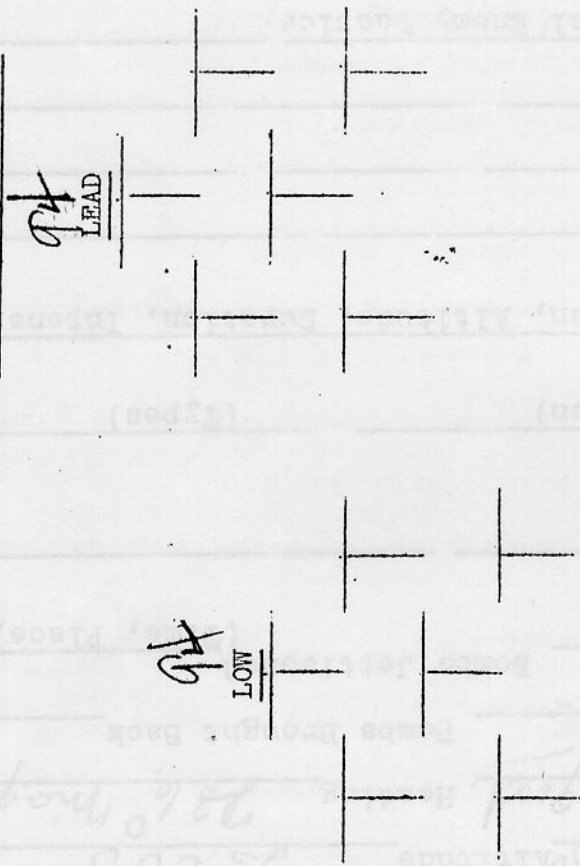
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer
A.P.O. #634

GROUP FORMATION FORM

10 ac to fly with 94th Group.

COMBAT Wing Formation.

100



95
Bender HIGH
0226
3264
SUNDBERG
0176
3174
ROTHSCHILD
3153
334 A
O'NEAL
0120
334 B
MASON
0244
314 M
JUTZI
0192
335 Y
Camera → Baker
0255
4174 V
Hayden
3194
334 A

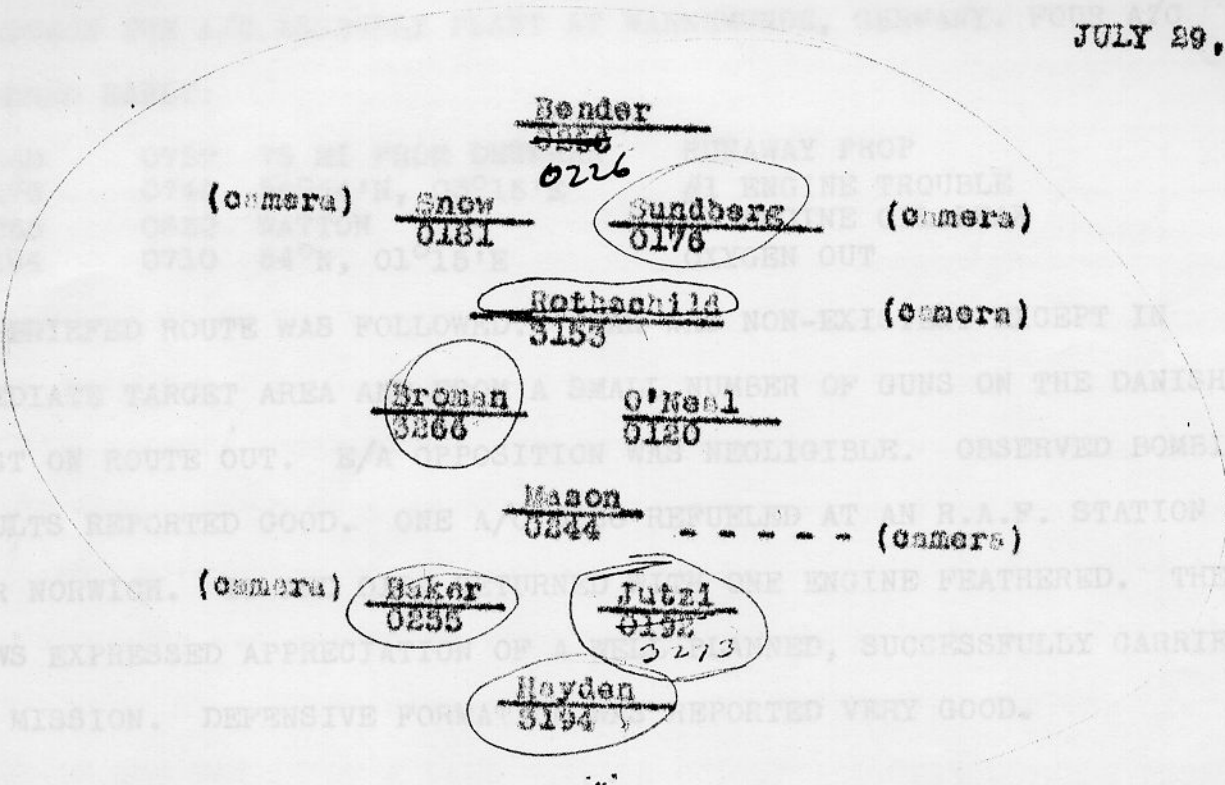
EXTRA SHIPS
334th 0182 - Sight.
335th
336th
412th 3273 - No SIGHT

Awake Crews - 0145
TRUCKS AT AERIE - 0145
MESS - 0215
BRIEFING 0300
READINESS 0410 0400
STATIONS 0510 0500
TAXI 0520 0510
TAKE-OFF 0530 0520
RENDEZVOUS 0540 0530
HIGHWAY

Depart - " @ 5000' 0553 10,000'
Bury St Edmunds
@ 8000' 0600 10,000'
Wattersham - 0609
Deback " - 0616
#6 " - 0623-0621

High element of composite group with 94th.

JULY 29, 1943.



briefing 0300
 readiness 0400
 stations 0500
 taxi 0510
 take-off 0520

Lead at 25,000'

(low)

25th (high)

Extras :
 334th 0182
 412th 3273

JUL 29 1943 17 07
Article 23

TYPE I. DUPLICATE

TO: COBOMWG FOUR			CLASSIFICATION		MESSAGE CENTER USE ONLY
			URGENT	SECRET XXX	ORIG. NO. 4607D
FROM: COBOMGR 95TH			PRIORITY XXX	CONFIDENTIAL	SERIES NO.
DATE	TIME	SECT	ROUTINE	RESTRICTED	RECD. 1707 CLRD.
29-7-43	16:10	S-2			
SIGNATURE <i>F J Smolue</i>			DEFERRED	APPROVED <i>F J Smolue</i>	

- S-1 THREE OF FOUR A/C WHICH ATTACKED THE PRIMARY TARGET REPORTED 4 FW 190's MAKING A SINGLE, HALF-HEARTED ATTACK WHEN THE BOMBER FORMATION WAS OFF KIEL ON THE ROUTE BACK. THE EXCELLENT DEFENSIVE FORMATION WAS STATED AS DISCOURAGING FURTHER ATTACK. ONE A/C REPORTED 2 ME 109's IN THE SAME LOCALITY, NEITHER OF WHICH MADE ANY ATTACK.
- S-2 A FIRE WAS MEAGER TO NONEXISTANT EXCEPT AT THE TARGET WHERE THERE APPEARED TO BE A FIXED BARRAGE OF MODERATE INTENSITY. ON THE DANISH COAST ON THE MARGIN OF A LAKE BETWEEN OUTRUP AND OKSBOL THERE WERE TWO OR THREE GUNS THAT WERE SLIGHTLY OUT OF RANGE.
- S-3 A/C #0244 REPORTED A B-17 WHICH EXPLODED IN THE WATER JUST OFF CROMER AFTER DIVING OUT OF CONTROL. WHICH ^{LE} IN ITS DIVE HE SAW SMOKING PIECES APPARENTLY FROM ANOTHER A/C LEADING HIM TO CONCLUDE THERE WAS AN AIR COLLISION. TWO CHUTES NOTED. RESCUE BOATS SEEN IN VICINITY.
- S-4 NONE
- S-5 INSIGNIFICANT,
- S-6 SMOKE POTS IN THE TARGET AREA WERE INEFFECTIVE. THE WIND WAS BLOWING SMOKE AWAY FROM THE TARGET.
- S-7 STRIKE PHOTOGRAPHS SUPPORT CREW OBSERVATIONS THAT BOMBING WAS EFFEC* TIVE. OUR A/C CARRIED INCENDIARIES SO OUR PHOTES SHOW THE BOMB RESULTS OF OTHER UNITS.

Handwritten mark

NARRATIVE CONT.

S-8 NONE OTHER THAN TO EXPRESS OPINION MISSION WAS WELL PLANNED AND FORMATION VERY GOOD.

S-9 EIGHT A/C TOOK OFF AT 0520 TO JOIN THE 94TH AS ITS HIGH SQUADRON TO ATTACK THE A/C ASSEMBLY PLANT AT WARNEMUNDE, GERMANY. FOUR A/C RETURNED EARLY:

266	0752	75 MI FROM DENMARK	RUNAWAY PROP
176	0745	54°54'N, 03°15'E	#1 ENGINE TROUBLE
255	0632	WATTON	#1 ENGINE OIL LEAK
3194	0710	54°N, 01°15'E	OXYGEN OUT

THE BRIEFED ROUTE WAS FOLLOWED. FLAK WAS NON-EXISTENT EXCEPT IN IMMEDIATE TARGET AREA AND FROM A SMALL NUMBER OF GUNS ON THE DANISH COAST ON ROUTE OUT. E/A OPPOSITION WAS NEGLIGIBLE. OBSERVED BOMBING RESULTS REPORTED GOOD. ONE A/C 0226 REFUELED AT AN R.A.F. STATION NEAR NORWICH. IT AND 0120 RETURNED WITH ONE ENGINE FEATHERED. THE CREWS EXPRESSED APPRECIATION OF A WELL PLANNED, SUCCESSFULLY CARRIED OUT MISSION. DEFENSIVE FORMATION WAS REPORTED VERY GOOD.

S-3 A/C #0244 REPORTED A B-17 WHICH EXPLODED IN THE WATER JUST OFF COAST AFTER DIVING OUT OF CONTROL. WHICH IN ITS DIVE HE SAW SMOKING PIECES APPARENTLY FROM ANOTHER A/C LEADING HIM TO CONCLUDE THERE WAS AN AIR COLLISION. TWO CHUTES NOTED. RESCUE BOATS SPAN IN VICINITY.

S-4 NONE

S-5 INSIGNIFICANT,

S-6 SMOKE POTS IN THE TARGET AREA WERE INEFFECTIVE. THE WIND WAS BLOWING SMOKE AWAY FROM THE TARGET.

S-7 STRIKE PHOTOGRAPHS SUPPORT CREW OBSERVATIONS THAT BOMBING WAS EFFECTIVE. OUR A/C CARRIED INCENDIARIES SO OUR PHOTOS SHOW THE BOMB RESULTS OF OTHER UNITS.

HEADQUARTERS
 NINE FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE ARMAMENT OFFICER

29 July 1943

SUBJECT: Mission Expenditure Report for 29 July 1943
 TO : Commanding General, Fourth Bombardment Wing

1. Following is the expenditure report for 29 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.

14	Lower Turret Guns	270
14	Upper Turret Guns	280
7	Right Waist Guns	110
7	Left Waist Guns	75
7	Radio Guns	100
7	Right Nose Guns	130
7	Left Nose Guns	85
7	Center Nose Guns	90
14	Tail Guns	395
e.	Total number of guns	84
f.	Total number of rounds fired	1535
g.	Incendiary bombs, number and size	112-250 lb.
	M-50al.	

For the Commanding Officer:

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

Sortie No. 22)
Mission No. 20)

29 July 1943

TARGET: A/C Assembly Plant at Warnemunde, Germany.

1. 8 A/C took off beginning at 0520 hrs to join the 94th Group as its high Squadron to attack the A/C Assembly Plant at Warnemunde, Germany. 4 A/C attacked target while 4 returned early. Flak was non-existent except in immediate target area and A/A opposition was negligible. Observed bombing results reported Good. Briefed route was followed and defensive formation was reported very good.

VIII BC Narrative: Primary effort directed against A/C Assembly Plant at Warnemunde, Germany where 81 B-17's were dispatched. 54 A/C attacked target with loss of 4 A/C, 23 A/C aborted. Results reported good.

112 dispatched to Kiel, 95 attacked, 17 abortives and 4 missing. E/A claims 35-2-29. 56 dispatched to Last Resort targets, 44 attacked, 10 aborted, and 2 missing. E/A claims 48-8-33.

BENDER

SNOW

SUNDBERG

MASON

BROMAN

O'NEAL

BAKER

HAYDEN

RICHARD F. YENGE
1st Lieut., A C
Communications

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

29 July 1943

SUBJECT: A A Report

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

1. The route followed into target was: Just North of Ostrup, Vilje, Darsser Pt., target. Out of target: Debaran, Odense, Vilje, Ostrup.

2. The visibility at the target was in general good, it being slightly cloudy.

HEADQUARTERS

3. Four A/C flew at a heading of 230° Mag. after bombing. Office of the Operations Officer was made. The formation flew straight level for a period of 90 seconds.

4. The evasive action taken was varied. Two planes went to side evasive action and the other two went up and down.

APO 634

29 July 1943

5. At the Danish coast between Ostrup and Skabel, there is a

SUBJECT: Navigation Report of the Operations of the 95th Bombardment Group (H), on 29 July, 1943.

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

1. Eight planes of the Ninety Fifth Bombardment Group joined the Ninety Fourth Bombardment Group to form the high squadron. Four of these aborted, and four reached the target.

2. The navigators reported that the briefed course was followed very well, and that the flight plan was carried out perfectly.

3. The lead ship was unable to use Station 7000, due to a burned out strobe tube.

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

DECLASSIFIED

Authority MMO 745005

By PRD NARA Date 2/14/91

HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

H. Lockwood
7/14

Bomber Command Narrative of Operations
Day Operation - 29 July, 1943
Mission No. 79

249 B-17s were dispatched to attack targets in Germany. 91 a/c bombed Kiel with good results; 81 a/c bombed Warnemunde with good results and 48 attacked targets of opportunity with unknown results. Fighter support was not furnished to the bombers which encountered fairly strong opposition. 8 B-17s were lost to e/a and 2 to a collision near the British coast on the way back. Claims are 48-8-33.

Unit	Dispatched	Number of A/C		Lost	Claims	Personnel Casualties		
		Attacking	Abortive+			(Killed)	Wounded	Missing
<u>1ST WING (KIEL)</u>								
			A.	B.				
91	18	16w	2	0	0	1-0-1	0	1
92	14 0	12 0	2	0	0	5-0-2	0	0
305	19	18w	1	0	0	8-0-1	1	2
306	18	13w	5	0	4	6-0-4	0	0
351	19	18w	1	0	0	8-1-13	1	3
381	24	18	6	0	0	7-1-8	0	2
	<u>112</u>	<u>95x</u>	<u>17</u>	<u>0</u>	<u>4</u>	<u>35-2-29</u>	<u>2</u>	<u>8</u>

LAST RESORT TARGETS

303	20	20	0	0	0	5-1-0	0	0
379	19	12	7	0	1	0-1-1	0	0
384	17	12	3	2	1	8-2-3	0	0
	<u>56</u>	<u>44</u>	<u>10</u>	<u>2</u>	<u>2</u>	<u>13-4-4</u>	<u>0</u>	<u>0</u>

4TH WING - WARNEMUNDE

94	15	11	3	1	1	0-0-0	0	0
95	8	4	4	0	0	0-0-0	0	0
96	11	9	2	0	1y	0-0-0	0	0
100	21	14	7	0	0	0-1-0	0	0
385	16	10	6	0	1	0-1-0	0	0
388	10	6	3	1	1y	0-0-0	0	0
	<u>81</u>	<u>54</u>	<u>25</u>	<u>2</u>	<u>4z</u>	<u>0-2-0</u>	<u>0</u>	<u>0</u>

TOTALS 249 193 52 4 10 48-8-33 2 8 101

- + Abortive A - Mechanical, Equipment and Personnel Failures.
- B - Enemy Action and Accident.
- w 1 a/c attacked Target of Opportunity.
- x 4 a/c " " " " " "
- y Involved in accident near English Coast on return.
- z 2 a/c lost because of accident.
- 0 Includes 1 YB 40.

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

DECLASSIFIED

C O N F I D E N T I A LAuthority VMD 745005By JKD NARA Date 8/14/84PART I - 1st Wing

KIEL - Deutsche Werke Shipbuilding Yards and Kriegsmarine Werft.
TARGETS OF OPPORTUNITY.

BOMBING RESULTS: Kiel - 91 B-17s dropped 596 x 500 GP fused 1/10 sec. nose and 1/100 sec. tail, 332 x 250 British incendiaries and 348 x 100 M 47 A1 incendiaries from 26,000 - 28,000 feet at 0901 hours. The bombing results were good. Hits were seen in the shipbuilding installation of Kriegsmarine Werft as well as bursts in a basin and dock area with probable strikes on shipping. Bombing results at the Deutsche Werke are fair. Smoke prevents a definite assessment of damage as far as strike photos are concerned. However, a pattern of bombs was observed extending across the Naval Arsenal area, the construction basin and in close proximity to the Deutsche Werke shipbuilding installations.

For the second time, some of the B-17s dropped U.S.G.-5 leaflets as well as bombs. A total of 767,000 leaflets were dropped.

Targets of Opportunity - 48 B-17s attacked targets of opportunity and dropped 261 x 500 G.P. fused 1/10 sec. nose and 1/100 sec. tail, and 336 x 250 British incendiaries. Results of the attacks are not known.

REASONS FOR FAILURE TO BOMB: 29 a/c failed to bomb - 22 because of mechanical and equipment failures, 5 because of personnel failures, 1 was lost, and 1 because of weather.

ENCOUNTERS: 50 to 75 c/a were encountered with the lowest groups meeting the largest number. Me 109s predominated with many FW 190s and some Me 210s, Me 110s, Ju 88s and DO 217s. Attacks began about 10 minutes before target (0901 hours) and continued until the B-17s were about 25 miles out to sea on return trip. Attacks were made from all positions with some c/a coming in as close as 75 feet. Some attacks were from the 6 o'clock level with four or five planes abreast, which swept around the formation then dived beneath. Other attacks were made on the nose from 11 to 2 o'clock high, coming in both singly and 5 or 6 abreast. Others were made on the nose and tail simultaneously. Full advantage was taken of the sun. Aerial bombing as well as use of large caliber guns was again reported. In one instance a FW 190 fired two projectiles which could be followed with the eye. The projectile had the approximate diameter of a baseball and trailed fire, leaving blue-grey smoke trails with black bursts. The flash appeared to be the size of a 20 mm. cannon flash. Two Me 110s were observed to carry large heavy guns under the wing of the fuselage. They were seen to fire three bursts of two shells each. The flashes enveloped the c/a and the projectile left a black smoke trail and appeared to be the size of a flak burst. Ju 88s were also reported to carry larger caliber guns than heretofore. The shells from their cannon burst about 600 to 800 yards and had the size of a flak burst.

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

DECLASSIFIED

Authority MND 745005By DRD NARA Date 3/14/81C O N F I D E N T I A L

CASUALTIES: Personnel - 2 crew members were killed, 8 slightly wounded and 61 are missing.

Equipment - 6 B-17s were lost - 4 to e/a and 2 to unknown reasons.

Estimated Battle Damage - 29 category "A", 10 category "AC" and 1 category "E".

FLAK: Flak was meagre to moderate and inaccurate over Heligoland, Westerland, Flensburg, Hornum and Amrum Islands. Gun fire was continuous from the I.P. to target and for several minutes beyond. LA was below the formation at first but reached altitude at the target and thereafter the formation encountered an intense, accurate barrage of small, black puffs.

ORDERED ROUTE: Cromer to 54°10'N - 03°00'E to 54°50'N - 06°00'E to 54°N - 07°50'E to 54°25'N - 08°50'E to I.P. at 54°08'N - 09°55'E to target; to 54°18'N - 10°30'E to 54°37'N - 10°23'E to 54°39'N - 09°35'E to Cromer to bases.

WEATHER: Route Out - 4 - 6/10 stratocumulus, 3/10 altocumulus at 12000 feet. This medium cloud increased to 6 - 8/10 from 03 degrees to 06 degrees east and decreased again to 2 - 3/10 over the Continent. 2 - 3/10 cirrus above 27000 feet along entire route. Visibility 2 - 4 miles over water, 5 - 10 miles over the continent. Haze up to 7000 feet. Target (Kiel) - Nil to 1/10 cumulus just beginning to form. 1/10 altocumulus at 15000 feet. 1 - 3/10 high cloud above 27000 feet. Visibility 5 - 8 miles. Return Route - Same as route out except stratocumulus over the North Sea becoming swelling cumulus and low cloud over England becoming 4 - 6/10.

OBSERVATIONS: At Kiel smoke screens were observed being laid by ships in the harbor as well as from smoke pots on shore. Between the smoke clouds, 30 vessels, many of them warships, were seen as well as other ships which were leaving the harbor at high speed. Smoke screens were also observed at Rendsburg and Wilhelmshaven. Numerous balloons which were very low were sighted over the target area. About 17 balloons were observed at Rendsburg, 17 at Neumenster, and 20 at Flensburg. A new A/D with two runways and balloon barrage was observed on a small island in the vicinity of Nordenberg. On a larger island near Norderoog Island, numerous newly constructed buildings were seen - some were bunched and others dispersed.

PART II - 4th Wing

WARNEMUNDE - The Ernst Heinkel Flugzeugwerke.

BOMBING RESULTS: 54 B-17s dropped 420 x 500 GP fused 1/10 sec. nose and 1/100 sec. tail and 192 x 250 British incendiaries from 21000 - 25000 at 0922 - 0924 hours. Bombing results are good. Bursts can be seen which blanket the entire target area causing serious damage to the Ernst Heinkel Flugzeugwerke - an important production plant for FW 190s. Some hits were also made on the adjoining railroad yards.

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

DECLASSIFIED

Authority MND 745005By DRD NARA Date 3/14/81C O N F I D E N T I A L

REASONS FOR FAILURE TO BOMB: 27 a/c failed to bomb - 22 because of mechanical and equipment failures, 2 because of personnel failures, 1 was ditched in the Channel on the way out, 1 was lost before bombing, and 1 because of weather.

ENCOUNTERS: Enemy fighter opposition was very weak. About 6 FW 190s and 6 Me 109s were reported attacking from the I.P. to the target and off Kiel on the return route. The attacks were all around the clock and without any vigour. No unusual tactics were observed.

CASUALTIES: Personnel - 40 crew members are missing.
Equipment - 4 B-17s were lost - 1 to flak, 1 to e/a and 2 collided near the English Coast on the way back.
Estimated Battle Damage - 7 category "A".

FLAK: Flak at the target was moderate and accurate on one group only which sustained some damage. Some flak was encountered at the Danish Coast from the area just out of Ringkobing Fjord. All fire control seems to have been of the continuous following type.

ORDERED ROUTE: Splasher No. 4 to 54°50'N - 03°00'E to 55°50'N - 06°00'E to 55°49'N - 07°00'E to Vejle (55°42'N - 09°32'E) to Odense (55°24'N - 10°23'E) to I.P. at 54°29'N - 12°31'E to target; to Odense to Vejle to 55°47'N - 08°11'E to 55°50'N - 06°00'E to 54°50'N - 03°00'E to Cromer to bases.

WEATHER: Route Out - Similar to 1st Wing. Target - Warnemunde: No low clouds, 1/10 altocumulus at 15000 feet and 2 - 3/10 cirrus above 27000 feet with visibility about five miles in haze. Return Route - Same conditions as route out except stratocumulus over the North Sea becoming swelling cumulus and low clouds becoming 4 - 6/10.

OBSERVATIONS: A smoke screen was in operation at the target but was rendered ineffective by wind which was blowing it away. 2 B-17s without markings left the formation as it was just off the English coast on the return route. These two aircraft made a 180° turn and headed back to Germany.

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

J. Lockie

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

29 July 1943

SUBJECT: S-2 Narrative Report.

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

1. Eight A/C took off at 0520 to join the 94th as its high squadron to attack the A/C assembly plant at Warnemunde, Germany. Four A/C returned early:

266	0752	75 MI from Denmark	Runaway Prop
176	0745	54°54'N, 03°15'E	#1 Engine Trouble
255	0632	Watton	#1 Engine Oil Leak
3194	0710	54°N, 01°15'E	Oxygen Out

The briefed route was followed. Flak was non-existent except in immediate target area and from a small number of guns on the Danish coast on route out. E/A opposition was negligible. Observed bombing results reported good. One A/C 0226 refueled at an R.A.F. station near Norwich. It and 0120 returned with one engine feathered. The crews expressed appreciation of a well planned, successfully carried out mission. Defensive formation was reported very good.

For the Commanding Officer:

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

(Faint table with columns of numbers and dates, likely a summary or log)

- Active A - Mechanical, Equipment and Personnel Failures.
- B - Enemy Action and Accident.
- w 1 A/C attacked target of opportunity.
- x 1 A/C
- y Involved in accident near English Coast on return.
- z 2 A/C lost because of accident.
- 4 Includes 1 B 20.

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

APO 634
29 July 1943

SUBJECT: S-3 Narrative report on operational mission for 29 July 1943.

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

1. The Ninety Fifth Bombardment Group was alerted at 1736 28 July 1943 for an operational mission with a bomb loading of 250 pound British incendiaries.

2. Field Order number 32 was received at 1736 28 July 1943. Ten aircraft from the Ninety Fifth Bombardment Group were called for to form the high squadron with the Ninety Fourth Bombardment Group. Two crews failed to take-off and four aborted leaving four aircraft to bomb the target.

3. Little flak was encountered except in the immediate target area causing little battle damage.

4. The Ninety Fifth Bombardment Group's bombs fell in the target area. All of our aircraft returned to base. Defensive formation is reported as good.

CLIFFORD E. COLE
Major, Air Corps
Operations Officer

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