

Y637C

COBOMWG 4

COBOMGP 95

30-7-43

1445

S-2

XX

X

NR 20

1505B

1513B

A - 95TH BOMB GROUP

B - 6

C - 3

D - 0

E - 0

F - 0

G - 3

H - 1

I - 0

J - 0

K - 0

L - 0926

M - 22,500

N - 10 x 500 EACH 3 A/C PRIMARY

30

N₁ - 10 X 500 G.P. EACH 6 A/C

60

N₂ - 10 X 500 G.P. FROM 0192 MISSING

10

O - 10 X 500 G.P. 1 A/C

10

10

P - 10 X 500 G.P.

Q - 0 - 0 - 0 - 5

R - 3 - 1 - 0

95th STAT.

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

**APO 634
30 July 1943**

SUBJECT: Bombing Report for the Mission of 30 July, 1943.

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

1. Four of our aircraft composed the low squadron in a composite group; the One Hundredth 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.**

CONFIDENTIAL

(EQUALS BRITISH SECRET)

HEADQUARTERS
NINETY FIFTH BOMBARDMENT
Office of the Communicatio

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Authority: NND745005By VDD NARA Date 8/9/97

(J-1)

APO 634
30 July 1943

SUBJECT: Operational Communications

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

1. Of the seven (7) aircraft which went on the mission, six (6) crews were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

(a) 412V, command set out, being repaired;

(b) 412W, interphone out at altitude, being investigated and repaired;

3. The following aircraft used navigational aids successfully:

(a) 335P used splasher No. 6;

(b) 412W used splasher No. 6;

(c) 412V obtained one (1) QRM on home station.

4. General radio reception was satisfactory.

RICHARD F. KNOX
1st Lieut., A.C.
CommunicationsCONFIDENTIAL
(EQUALS BRITISH SECRET)

7th August 1943.

23
H. Lockner

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT No. K.1644

STATEMENT ON DAMAGE

LOCALITY: KASSEL/FIESELER FLUGZEUGBAU G.M.B.H.
A/C Components - BETTENHAUSEN
A/C Assembly - WALDAU.

ILLUSTRATION Neg. No. 27680
(Print No. 3038 Sortie D/944)

1. 2 small unidentified buildings have been destroyed.
2. A building (280' x 60') of the I.G.FARBENINDUSTRIE A.G. (Oxygen), has been destroyed.
3. An unidentified building (350' x 110') has been almost destroyed.
4. Hutted Camp. Six blocks of living quarters have been damaged or destroyed.
5. Of the GLASER, CART U GLASER A.G. A building (300' x 200') has been destroyed.
6. A probable office building (250' x 60') has one wing (60' x 30') destroyed.

SPINNFASER A.G.

7. A workshop (270' x 150') has received 2 direct hits causing 1500 sq. yds of roof damage.
8. A building (90' x 40') has been 1/3 destroyed.
9. A workshop (720' x 390') has a hole in roof covering 160 sq. yds and an additional 3000 sq. yds of blast marks including many roof lights destroyed.
- 10 and 11. The main workshop (800' x 550') has received 3 direct hits causing some destruction of roof structure and almost all roof lights gone.
12. Several low sheds (totalling 330' x 30') have been gutted.

/ FIESELER FLUGZEUGBAU

FIESELER FLUGZEUGBAU. KASSEL/BETTENHAUSEN (A/C Assembly)

13. A machine shop (100' x 60') has been damaged by blast.
 14. A stores building (300' x 65') has been gutted.
 15. A component erecting shop (270' x 100') has been severely damaged by a direct hit and blast over entire area.
- A. Refers to houses or huts destroyed or damaged.

ILLUSTRATION. Neg. No. 27679
(Print 3009 Sortie D/944.)

FIESELER FLUGZEUGBAU G.M.B.H. KASSEL/WALDAU(A/C Components.)

1. A workshop (125' x 125') has been 3/4 destroyed.
 2. A 'T' shaped office building covering 1400 sq. yds. has 200 sq. yds destroyed.
 3. A workshop (310' x 190') has received one or more direct hits resulting in severe damage to 1/3 of the building.
 4. A probable office building (325' x 70') has 350 sq. yds destroyed.
- A. Refers to houses destroyed or damaged.

Plan used: Industrial map and Target material.

SECRETDISTRIBUTION No. 24

R.A.F. STATION
MEDMENHAM.

E: 140

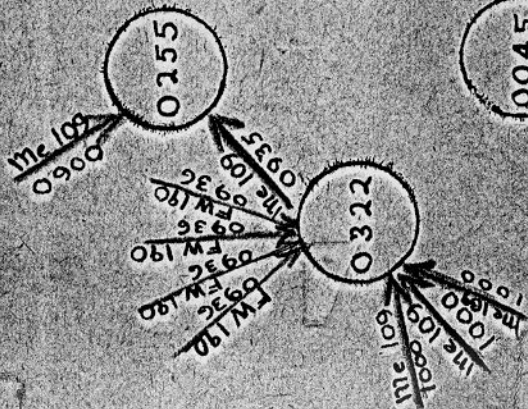
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WWC/CMG/MC/C

COMBAT DUPLICATION CHECK FORM

95th Bomb Group
30/7/43



3273

0045

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

APO 634,
30 July 1943.

SUBJECT: Base Engineering Report on Combat Mission of July 30, 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 30, 1943.
 - a. Seven (7) B-17F airplanes took-off, one (1) returned to base as per scheduled, one (1) returned to base before completing mission.
 - b. One (1) did not return to base.
 - c. Four (4) returned to base after completing mission.
2. There was one (1) abortive airplane.
 - a. 42-30045 - Nos. two and three superchargers sluggish.
3. Battle damage is as follows:
 - a. 42-30176 - Minor sheet metal damage.
 - b. 42-30192 - Missing in action.
 - c. 42-3273 - Minor sheet metal damage. #1 engine damaged by flak.
 - d. 42-30322 - Sheet metal damage. Outer wing damaged.
 - e. 42-30255 - Minor sheet metal damaged.

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

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

APO 634
30 July 1943

SUBJECT: A A Report.

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

1. The route followed over enemy territory was: Knocke, Eupin, Remagen, Ziegenhain, Target. The route out from target: Witzzenhausen, Drensteinburt, Moyland, and south of Rotterdam.
2. The visibility at the target was fair.
3. Four aircraft attacked on an axis of 43° Mag. they flew straight and level for 70 seconds before bombing. After bombing the formation made a 90° turn to the right.
4. Evasive action taken was individual.
5. Very accurate AA fire was met at Knocke, because the formation flew straight and level for 120 seconds. The AA fire was continuous following type. One of our aircraft was shot down by flak at a point about 15 miles inland from the coast of Belgium, while flying at 23,000 feet. A fixed barrage was put up at Kassel, but was behind in so far as our group was concerned.

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

CONFIDENTIAL
(EQUALS TREASON SECRET)

Storie

02 | 55

Hayden

00 | 45

KRING

32 | 73

ADAMS

03 | 22

Jutzi

01 | 92

Broman

01 | 76

Extra

BAKER

32 | 66

EXTRA SHIP

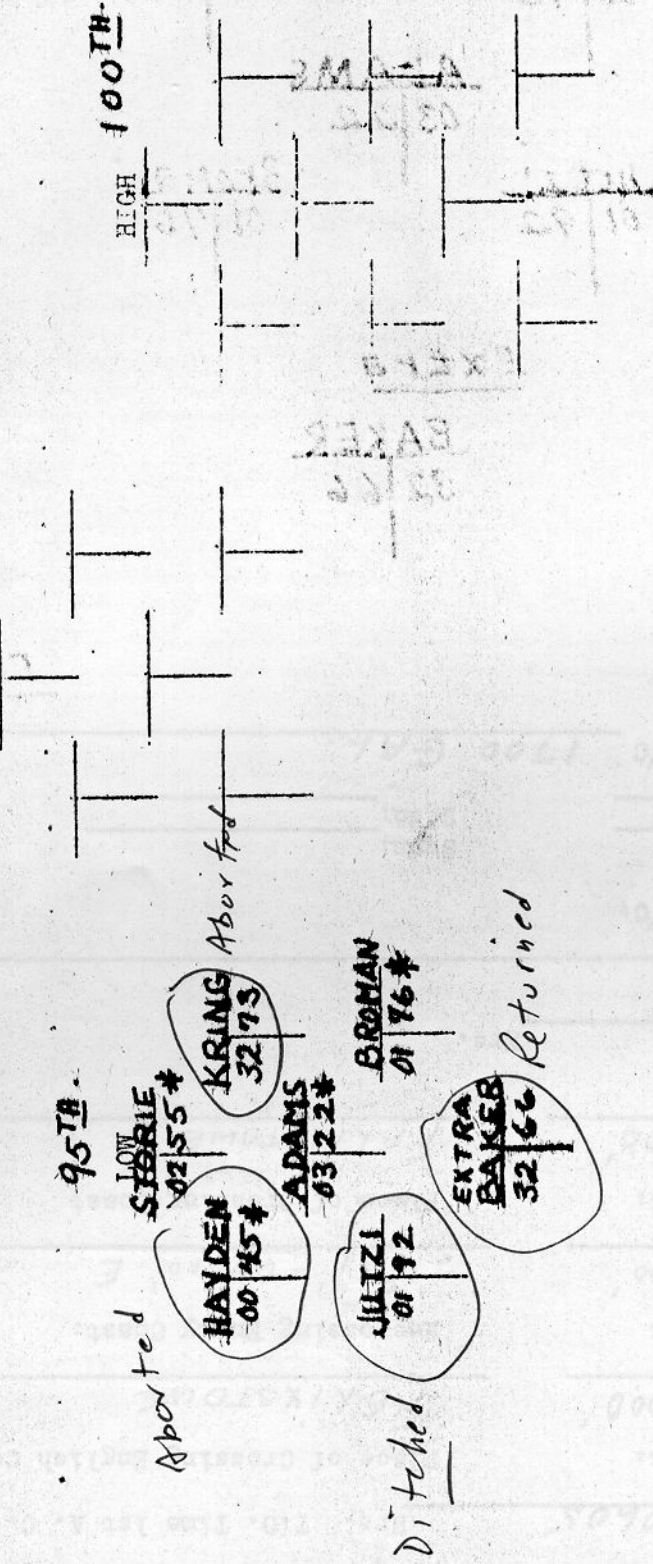
3194.

DATE 30 July 1944

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

GROUP FORMATION FORM

LEAD 100TH.



BRIEFING 0300
 READINESS 0500
 STATIONS 0555
 TAXI 0605
 TAKE-OFF 0615
 RENDEZVOUS 0625
 over field
 AT 2,000
 T.A. 2,000' 0627
 Apr 6 8:00' 0646
 King Lynn 0702
 Apr 25 0716
 Apr 26 23,000' 0731

Key: —
 * INDICATES CAMERA.

EXTRA SHIPS
 334th 3194
 335th
 336th
 412th

Low element of composite group with 100th.

LOW

(camera) Abert
 (camera) Hayden 0045
Storie (camera) 0255
Kring 3273 ~~Abert~~
 (extro ship) (Baker 3286)
Adams 0322 (camera)
Jutzi 0192
Broman (camera) 0176

missing

Crew picked up by Air Sea Rescue

Down on way in at French Coast - Adams

100th Bombardment Gp (H)

OVER TARGET

Low

95th Bomb Gp

STORIE
0255

BROMAN
0176

ADAMS
0322

Briefing 0330
 Readiness 0500
 Stations 0555
 Taxi 0605
 Take-off 0615

Combat Claims of Crew: 7 No No
 Destroyed probably Destroyed Damaged

FIGHTER SUPPORT:

Picked up about 11 fighters at 10000 ft at Holders
One altitude 25,000'. Their altitude probably 26,000'. Saw
Condor/Kobalt/Mark II did not see fighters in any combat.



K
JUL 30 1943 19 12

COBOMBWG FOUR

XX

646C

COBOMGR 95TH X

30-7-43 17:00 S-2

S-1 MAXIMUM E/A REPORTED WERE 75, MINIMUM 25. ATTACKS BEGAN AT 0817, NEAR ANTWERP, AND CONTINUED OVER THE TARGET. BOTH 109's and 190's WERE ENCOUNTERED, ONE T/E REPORTED. 30 ENEMY A/C WERE REPORTED AT THE TARGET BUT THEY DID NOT ATTACK. 75 ATTACKED NEAR BOCKEN ON ROUTE BACK, REMAINING UNTIL DORORECHT. ATTACK WAS FIRST MADE ON THE NOSE, THEN HIT THE LOW GROUP BEHIND US, MAKING A PASS AT THE TAIL, REFORMING AGAIN AND CONTINUING ATTACK AS BEFORE. ATTACKS WERE MADE BY ELEMENT OF 5 TO TEN A/C. NOSE ATTACKS WERE AT 11 O'CLOCK FROM ABOVE.

S-2 FLAK AT KNOCKE WAS HEAVY, INTENSE, ACCURATE, CONTINUOUS FOLLOWING. ANTWERP SENT UP A BARRAGE. HEAVY FLAK AT TARGET WAS ACCURATE FOR ALTITUDE WAS ALL TO OUR LEFT. VERY ACCURATE, CONTINUOUS FOLLOWING FLAK REPORTED NEAR BRESKINS ON WAY TO TARGET. FIRE TO EIGHT HEAVY GUNS REPORTED 51°46'N, 06°50'E. NO FLAK SEEN AT OVERFLAKKEE OR HELLEVOETELUTS THOUGH REPORTED AS THERE.

S-3 OUR A/C 0192 REPORTED DITCHING WITH 5 CREW MEMBERS RESCUED. FURTHER REPORT AWAIT THEIR RETURN. 2 B-17's WERE REPORTED SHOT DOWN BY FLAK ENTERING ENEMY COAST, 10 AND 4 PARACHUTES BEING SIGHTED, ONE B-17 REPORTED DOWN JUST BEFORE THE TARGET, 8 OR 9 PARACHUTES SIGHTED.

S-4 NONE OF 95TH

S-5 NOT AVAILABLE

95 Narr.

S-6 4 FIGHTER PILOTS WERE SEEN TO BAIL OUT NEAR ZALTMOMMEN AND 3 NEAR BOCKEN. THE PLANES SEEMED NOT TO BE IN DISTRESS. MAY HAVE BEEN FRIENDLY.

S-7 CREWS REPORT SMOKE AND FLAMES REACHING TO 10,000 FEET. FOUR FIRES REPORTED. OUR STRIKE PHOTOS INDICATE ATTACK WAS MADE ON SOME TARGET OTHER THAN THE WALDOU WORKE, POSSIBLY THE BETTENHAUSEN WORKS.

S-8 CREWS STATED PREFERENCE FOR DIRECT ROUTE NOT DIVERSIONS.

S-9 SIX A/C TOOK OFF AT 0615 TO JOIN WITH THE 100TH. BOMB GROUP FOR AN ATTACK ON AN A/C ASSEMBLY PLANT AT KASSEL, GERMANY. A/C #3273 WAS HIT IN THE #1 ENGINE BY FLAK WHILE CROSSING THE ENEMY COAST SO RETURNED TO BASE. A/C #0045 RETURNED FROM $51^{\circ}25'N$, $03^{\circ}05'E$ WHEN #2 AND 3 SUPERCHARGERS RAN AWAY. A/C #0192 REPORTED AS WITCHING IS BELIEVED TO HAVE BEEN HIT BY FLAK AT ENEMY COAST AND TO HAVE ATTEMPTED A RETURN TO BASE. FIGHTER OPPOSITION WAS MODERATE CONSIDERING AREA COVERED BY OUR ATTACK. THE ROUTE AVOIDED MUCH OF THE EXISTING FLAK OPPOSITIONS. FIGHTER PROTECTION PROVIDED BY P-47's WAS EFFECTIVE, THE FIGHTER MEETING OUR FORMATION AT THE RENDEZVOUS DESPITE THE FACT WE WERE SOME MINUTES LATE. THOUGHT THEY WERE AT CONSIDERABLE ALTITUDE ABOVE US THEIR SUPPORT BEST EVIDENCED BY OUR SAFE WITHDRAWAL THRU AREA GENERALLY MOST ACTIVE WITH ENEMY FIGHTERS. OUR BOMBS FAILED TO HIT THE TARGET ACCORDING TO AN IMMEDIATE INTERPRETATION OF STRIKE PHOTOS.

STATION _____

DATE 30 JulyTIME 0430

1. Total No. of A/C in each Squadron: Letters of each are:

| | | | |
|--------|------------|-----|--------------|
| Sq dn. | <u>334</u> | A/C | <u>M</u> |
| Sqdn | <u>335</u> | A/C | <u>P Y T</u> |
| Sqdn. | | A/C | |
| Sqdn. | <u>412</u> | A/C | <u>V W P</u> |

2. Target: CV 4809

3. Operational Call sign of each sqdn:

| | | | | | | | |
|------|------------|------|------------|------|------------|------|------------|
| Sqdn | <u>334</u> | Sign | <u>15L</u> | Sqdn | <u>412</u> | Sign | <u>70V</u> |
| Sqdn | <u>335</u> | Sign | | Sqdn | | Sign | |

4. Taxi Time 1st A/C 0605 Hrs. T.O. Time 1st A. C. 0615 Hrs.E.T.O 0625

5. Time: Height: Place of Crossing English Coast: Out:

| | | | |
|-------------|---------------|-------------------|--|
| <u>0739</u> | <u>23000'</u> | <u>FELIXSTONE</u> | |
|-------------|---------------|-------------------|--|

6. Time: Height: Recrossing Enemy Coast:

| | | |
|-------------|---------------|--------------------------|
| <u>1043</u> | <u>23000'</u> | <u>51°51' - 04°00' E</u> |
|-------------|---------------|--------------------------|

7. Time: Height: Place of Crossing Coast In:

| | | | |
|-------------|---------------|-------------------|--|
| <u>1114</u> | <u>15000'</u> | <u>FELIXSTONE</u> | |
|-------------|---------------|-------------------|--|

8. E. T. R. 1121 Hrs.9. MF/DF Section H

10. Bomb Load of Each A/C:

| | | | |
|-------|---------------|-------|--|
| Sqdn: | <u>10X500</u> | Sqdn: | |
| Sqdn: | | Sqdn: | |

11. Fuel Load of each A/C 1700 GAL.

12. COMPOSITE GROUP:

13. 95th GROUP:

Sortie No. 23)
Mission No. 21)

30 July 1943

TARGET: FIESELER ASSEMBLY PLANT at Kassel, Germany.

1. Six A/C took off to join with the 100th Bomb Gp (H) for an attack on an A/C assembly plant at Kassel, Germany. Three A/C attacked target, two aborted and one ditched. Five men from the ditched A/C bailed out over enemy territory. The five remaining men that ditched were rescued. The P-47 fighter escort was reported effective. The route avoided much of the existing flak oppositions. Our bombs failed to hit the target. E/A claims 3-1-0.

VIII BC Narrative: Primary objective was the Fiesler Assembly plant at Kassel, where 67 A/C were dispatched. 40 A/C attacked, 6 were lost and 27 aborted. Withdrawal support was furnished by P-47s of VIII Fighter Command, and diversionary attacks supported by RAF fighters were carried out by medium bombers of VIII Air Support Command and by medium and fighter bombers of the RAF. E/A claims 8-6-3.

119 dispatched to Fieseler A/C components factory at Bettenhausen, 94 attacked, 25 aborted and 6 are missing.

STORIE

HAYDEN X

KRING X

ADAMS

JUTZI

BROMEN

ABORTIVES-***-X

Ditched

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

30 July 1943

SUBJECT: Mission Expenditure Report for 30 July 1943

TO : Commanding General, Fourth Bombardment Wing

1. Following is the expenditure report for 30 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. | |
| | 8 Lower Turret Guns 2310 |
| | 8 Upper Turret Guns 920 |
| | 4 Right Waist Guns 1030 |
| | 4 Left Waist Guns 1305 |
| | 4 Radio Guns 475 |
| | 4 Right Nose Guns 840 |
| | 4 Left Nose Guns 815 |
| | 4 Center Nose Guns 1210 |
| | 8 Tail Guns 2045 |
| e. Total number of guns | 48 |
| f. Total number of rounds fired | 10,950 |
| g. Demolition bombs, number and size | 40-500 lb. general purpose bombs. |
| h. One plane missing, ten 500 lb. bombs, and | 8,000 rounds of AP, I&T ammunition. |

For the Commanding Officer:

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

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

APO 634
 30 July 1943

SUBJECT: Navigation Report for the Mission of 30 July, 1943.

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

1. Four aircraft of the Ninety Fifth Bombardment Group composed the low squadron in a composite group; the One Hundreth Bombardment Group being designated as leader.

2. The Navigation course as follows:

| | |
|------------------------|--------------------|
| Felixstowe (coast out) | 0740 |
| Enemy coast in | 0805 $\frac{1}{2}$ |
| Antwerp | 0817 |
| Eupen | 0836 |
| 51° 09'N 09° 38'E (IP) | 0911 |
| Target | 0926 |
| 51° 19'N 09° 50'E (RP) | 0933 |
| Dransfield | 0942 |
| Rinkerode | 1003 |
| Haldern | 1023 |
| 51° 47'N 05° 50'E | 1031 |
| Enemy coast out | 1057 |
| 52° 21'N 03° 21'E | 1107 |
| Lowestaft | 1130 |
| Base | 1138 |

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

DECLASSIFIED
 Authority WMD 745005
 By h32 NARA Date 8/1/97

VIII BOMBER COMMAND
 A. P. O. 634

Bomber Command Narrative of Operations
 Day Operation - 30 July, 1943
 Mission No. 80

Of 186 B-17s dispatched, 131 attacked with fair results the Fieseler a/c components factory at Bettenhausen and the Fieseler assembly plant at Waldau, both near Kassel, Germany. 3 other a/c attacked targets of opportunity with unknown results. Very strong and persistent e/a opposition was encountered and flak in the target area was extremely accurate. Withdrawal support was furnished by P-47s of VIII Fighter Command, and diversionary attacks supported by RAF fighters were carried out by medium bombers of VIII Air Support Command and by medium and fighter bombers of the RAF. 12 B-17s were lost. Claims against e/a are 48-13-32.

| Unit | Dispatched | Number of A/C | | | | Claims | Personnel Casualties | | |
|--------------------------|------------|---------------|-----------------------|----------|----------|----------------|----------------------|-----------|-----------|
| | | Attacking | Abortive ⁺ | Lost | Aborted | | (Killed) | (Wounded) | (Missing) |
| KASSEL | | | A. | B. | | | | | |
| 91 | 20 | 17 | 3 | 0 | 2 | 3-1-5 | 0 | 0 | 20 |
| 303 | 23 | 19 | 4 | 0 | 1 | 4-2-8 | 1 | 4 | 0 |
| 351 | 21 | 16 | 5 | 0 | 0 | 8-0-4 | 0 | 4 | 0 |
| 379 | 24 | 13 | 9 | 2 | 2 | 17-1-6 | 10 | 1 | 22 |
| 381 | 18 | 18 | 0 | 0 | 1 | 2-3-3 | 0 | 1 | 10 |
| 384 | 13 | 11 | 2 | 0 | 0 | 6-0-3 | 0 | 0 | 0 |
| | <u>119</u> | <u>94</u> | <u>23</u> | <u>2</u> | <u>6</u> | <u>40-7-29</u> | <u>11</u> | <u>10</u> | <u>52</u> |
| <u>4TH WING - KASSEL</u> | | | | | | | | | |
| 94 | 15 | 10x | 5 | 0 | 0 | 0-0-0 | 0 | 0 | 0 |
| 95 | 6 | 3 | 1 | 2 | 1 | 2-1-1 | 0 | 0 | 5 |
| 96 | 10 | 4 | 5 | 1 | 2 | 3-3-1 | 0 | 0 | 10 |
| 100 | 17 | 14y | 3 | 0 | 0 | 0-1-1 | 0 | 0 | 0 |
| 385 | 7 | 2 | 5 | 0 | 0 | 2-0-0 | 0 | 0 | 0 |
| 388 | 12 | 7 | 3 | 2 | 3 | 1-1-0 | 0 | 1 | 30 |
| | <u>67</u> | <u>40</u> | <u>22</u> | <u>5</u> | <u>6</u> | <u>8-6-3</u> | <u>0</u> | <u>1</u> | <u>45</u> |
| TOTALS | 186 | 134 | 45 | 7 | 12 | 48-13-32 | 11 | 11 | 97 |

+ Abortive A - Mechanical, Equipment and Personnel Failures.
 B - Weather, recall, spares and A/C lost before reaching target.
 x 1 on target of opportunity.
 y 2 on targets of opportunity.

TARGETS: 1st Wing - Fieseler Flugzeugbau G.m.b.H. A/C Components Factory at BETTENHAUSEN near KASSEL.
 4th Wing - Fieseler Flugzeugbau G.m.b.H. A/C Assembly Plant at WALDAU, near KASSEL.

BOMBING RESULTS: 94 B-17s dropped 680 x 500 G.P. fused 1/10 sec. nose and 1/100 sec. tail and 378 x 250 British incendiaries from 23,500 - 26,000 ft. at 0910 - 0917 hrs. on the Fieseler Flugzeugbau G.m.b.H. a/c components factory at

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Authority WMD 74505By h3 NARA Date 8/1/57

, C O N !

Bettenhausen. The heaviest concentration of bombs fell on and accessory buildings southwest of the Bettenhausen plant and extended across the buildings of the Spinnfaser A.G. textile plant. At least two large buildings of the a/c components factory were seriously damaged by high explosives. Damage was also caused by high explosives on the Feka factory (special machine tools), and a large building of the Bahr Ludwig paper factory was approximately 25% destroyed. Furthermore, slight roof damage was caused to a multi-bay building of the Salzman factory devoted to linen, sailcloth and cotton weaving. During this attack a violent explosion occurred which caused a column of smoke over 4000 feet high. It is unknown what exploded.

37 B-17s dropped 260 x 500 G.P. 1/10 sec. nose and 1/100 sec. tail and 146 x 250 British incendiaries from 22,000 - 24,300 feet at 0926 - 0928 hrs. on the Fieseler Flugzeugbau G.m.b.H. a/c assembly plant at Waldau. One large assembly shop was severely damaged by high explosives and fire, also another smaller building suffered damage.

3 a/c dropped 16 x 250 I.B. and 20 x 500 G.P. with unobserved results on targets of opportunity.

REASONS FOR FAILURE TO BOMB: 1st Wing - 25 a/c failed to bomb - 22 from mechanical and equipment failures, 1 for personnel failure and 2 because of losses from enemy action.

4th Wing - 27 a/c failed to bomb - 20 from mechanical failures, 2 from personnel failures and 5 from enemy action (includes 4 lost).

ENCOUNTERS: 1st Wing - From 150 to 200 e/a, mainly Me-109s and FW-190s as well as a few DC-217s and Me-110s, were encountered. Attacks began at 0808 hrs. near Antwerp and continued to 1115 hrs. near mid-channel on route out. Attacks were from the tail 5 - 6 o'clock both above and below and from the nose, 11 - 2 o'clock above, with a few scattered attacks from the sides. E/a markings were about as usual except for larger numbers of checkerboard designs. FW-190s with markings similar to P-47s met one group at designated escort rendezvous, rocked wings and behaved like friendly fighters, then lined up and attacked stragglers.

4th Wing - Time and places of attack were similar to 1st Wing. A maximum of 75 e/a were encountered at any one time. There were no unusual tactics employed, the method of attack being similar to that of the past few missions. One low wing monoplane with twin scoops was observed firing from under left wing.

CASUALTIES: 1st Wing - Personnel - 11 killed, 2 seriously wounded, 8 slightly wounded and 52 are missing. 10 crew members were picked up by Air Sea Rescue. Equipment - 6 B-17s were lost - 3 to e/a and 3 for reasons unknown.

Estimated Battle Damage - 57 category "A", 9 category "AC" and 2 category "E".

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

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Authority WMD 745005By h3j NARA Date 5/1/57

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

4th Wing - Personnel - 1 slightly wounded and 45 are missing. 16 crew members were picked up by Air Sea Rescue.
Equipment - 6 B-17s were lost - 2 to flak, 1 to e/a and 3 for reasons unknown.
Estimated Battle Damage - 14 category "A", and 2 category "AC".

FLAK: 1st Wing - At Kassel, flak was intense and extremely accurate. Meagre inaccurate flak was noted at Knocke, Antwerp and Nachen. At Cologne fire was moderate and of a barrage type.

4th Wing - Intense accurate flak was encountered at Knocke, and 2 B-17s were lost to this fire. Intense accurate flak was also reported over the target area. An intense barrage was seen over the Ruhr and at Munster but did no damage as the formation was out of range. Moderate inaccurate fire was reported at other points enroute to and from the target.

ROUTE: 1st Wing - Felixstowe to 51°22'N - 03°22'E, to 50°39'N - 06°02'E, to 50°35'N - 07°15'E, to 51°05'N - 09°32'E, to target; to 51°18'N - 09°50'E, to 51°40'N - 09°57'E, to 51°42'N - 09°32'E, 51°46'N - 07°54'E, to 51°48'N - 06°28'E, to 51°43'N - 04°26'E, to 51°49'N - 03°10'E, to Felixstowe.

4th Wing - Felixstowe to 51°23'N - 03°23'E, to Eupen, to Remagen, to 50°56'N - 09°15'E, to target; to Dransfeld, to Geseke, to Rinkerode, to Halderm, to Moyland, to 51°51'N - 04°00'E, to Felixstowe.

WEATHER: Route Out - Cloud amounts varied from 2/10 - 10/10 stratocumulus and 5/10 - 7/10 very high cirrus. Target - Most groups reported no cloud with some reporting 2/10 altocumulus. Downward visibility was good with forward visibility being restricted to 8 - 20 miles by a haze layer. Return Route - Cloud varied from 2/10 to 4/10 high cirrus and 3/10 - 10/10 lower cloud.

FIGHTER SUPPORT: Withdrawal support was furnished by 8 squadrons of P-47s of VIII Fighter Command. As a result of combats with e/a, 15 FW-190s and 10 Me-109s were destroyed, 2 FW-190s and 2 Me-109s were probably destroyed and 6 FW-190s and 2 Me-109s were damaged for the loss of 7 P-47s and 6 pilots. In connection with the operations, B-26s of VIII Air Support Command, supported by RAF Spitfires, attacked Woensdrecht A/D. The B-26s destroyed 1 FW-190 and the Spitfires damaged 1 FW-190 for the loss of 1 bomber and 1 fighter.

RAF Boston and Typhoon bombers, supported by Spitfires and Typhoons, carried out 3 separate attacks against Schipol, Courtrai and Coxyede A/Ds. Fighters without loss destroyed 3 Me-109s and damaged another. 3 bombers were lost. Additionally, 4 squadrons of Spitfires carried out an uneventful sweep over the Pas de Calais area.

OBSERVATIONS: Possible railroad flak trains were reported at 51°50'N - 07°45'E. 1 e/a was reported giving an apparent heavy smoke signal in the shape of an "L" at 24,700 feet 10 miles west of Gottingen. A large army camp was seen 15 miles west of Marburg in wooded territory. Heavy motor transport movement was reported to be moving toward Eindhoven. A black smoke screen was observed at Rotterdam.
 (continued on page 4).

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

DECLASSIFIED

Authority WMD 745005By h3 NARA Date 5/1/97C O N F I D E N T I A LCORRECTION, Narrative of Mission No. 78 - 28 July, 1943.

In reference to that portion of Part II - 4th Wing, pertaining to encounters, further investigation reveals that the statement definitely attributing the loss of 3 B-17s to air to air bombing or heavy calibre guns is incorrect, as actual evidence available is not conclusive. The reference to the exploding B-17 crashing into two other B-17s is incorrect, inasmuch as the a/c involved are the same 3 a/c mentioned in the preceding sentence.

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

St. Lackner

Lew
780SECRET.BY D.R.L.S.

From:- Headquarters, Bomber Command.

BOMBER COMMAND INTELLIGENCE REPORT NO. 3601 - 4th AUGUST, 1943.RAID ASSESSMENT SUMMARY OF THE 3RD AUGUST, 1943.GERMANY:

KASSEL: An immediate interpretation of photographs taken on August 1st shows that as a result of the U.S.A.A.F. attack on July 30th 2 large buildings of the Fieseler A/C Components Factory at Bettenhausen have been severely damaged. Other damage in this district includes the Foka factory (special machine tools), a large building of the Bahr Ludwig paper factory, and a building of the Salsmaan & Co. Factory (linen, sailcloth and cotton weaving). In the Waldau district one large assembly shop of the Fieseler a/c Assembly Works has been very severely damaged and another smaller building has also suffered.

HANNOVER: A further interpretation of photograph taken after the U.S.A.A.F. attack on July 26th reveals a large area of damage by H.E. and fire extending over about 30 acres in the town. Besides considerable damage to business and residential property many public buildings have suffered severely and these include:-

| | |
|-----------------------------------|---|
| The Market Hall | completely gutted |
| The Royal Castle | half gutted |
| The Old Palace | Completely destroyed |
| The Old Town Hall | Part destroyed |
| The Opera House | Half destroyed by fire |
| The Law Courts | Almost completely gutted |
| The Police Headquarters | Main building damaged |
| Police Station in Burg Strasse | Completely destroyed |
| The Kaffee Kropfho | a famous restaurant in Georg Strasse completely destroyed. |

HULS: A final interpretation of photographs taken on 24th July after the U.S.A.A.F. daylight attack on 22nd June shows that many of the most important plants and buildings of the Synthetic Rubber Plant have been damaged, many of them severely. In addition several miscellaneous buildings and sheds throughout the works have been destroyed or severely damaged.

Distribution.
As for previous Reports,

H. J. Foster
Flight Lieutenant,
Duty Intelligence Officer.
T.o.O. 4/1500/B hrs.

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

APC 634
30 July 1943

SUBJECT: S-5, Narrative report on operational mission 30 July 1943.

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

1. The Ninety Fifth Bombardment Group was alerted at 1600 29 July 1943 for an operational mission, with a bomb loading of 10 x 500 pound bombs (GP), 1/10 second nose fuse and 1/100 second tail fuse.

2. Field Order number 33 was received at 2200, 29 July 1943. Seven aircraft of the Ninety Fifth Bombardment Group were set up to form the low squadron of the One Hundredth Bombardment Group, one to turn back if not needed at the point of leaving the English Coast. This aircraft turned back as ordered. There were two abortions giving four aircraft over the target area. (3)

3. Flak was encountered five miles inside enemy territory and was the cause of one of our aircraft to abort.

4. Photographs do not show bomb hits on the target.

CLIFFORD E. COLE
Major, Air Corps
Operations Officer.

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

APO 634
30 July 1943

SUBJECT: Letter of Transmittal.

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

1. Transmitted herewith analysis of Operational Mission 30 July 1943.

(GP), 1/10 second nose fuse and 1/100 second tail fuse.

2. Field Order number 33 was received at 2200, 30 July 1943. Seven aircraft of the Ninety Fifth Bombardment Group were assigned to the low squadron of the One Hundredth Bombardment Group. It was not until at the point of leaving the English Coast that the aircraft turned back as ordered. There were two abortions given over the target area.

JOHN K. GERHART
Colonel, Air Corps
Commanding.

3. Flak was encountered five miles inside enemy territory and was the cause of one of our aircraft to abort.

4. Photographs do not show bomb hits on the target.

CLIFFORD E. COLE
Major, Air Corps
Operations Officer.



WEATHER STATION
AAF STATION 119
APO 634

ESM/jw

30 July 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 30 July 1943.

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

1. **Take-Off:** Time was 0615. There was 9/10 coverage of thin alto-cumulus and altostratus with visibility restricted to 1-2 miles due to haze.

2. **Route Out:** The middle clouds cleared near the English coast and there was an 8/10 coverage of stratocumulus below 7000 feet from the English coast to mid-channel, where it rapidly cleared. There was no cloud from the channel to the south Ruhr valley where an 8/10 coverage of cumulus had formed with tops below 10,000 feet. This broke about 50 miles from the target. The visibility was less than 5 miles except in the target area where it was estimated at 10 miles.

3. **Target:** Time was 0928. Clear with visibility of 10 miles; wind drift on the surface was estimated to be from the north.

4. **Return Route:** No cloud from the target area to the north of the Ruhr valley; then 5/10 cumulus with tops below 10,000 feet. This cumulus development gradually disappeared becoming clear from 100 miles east of the Continental coast to the English coast where a few scattered cumulus were observed. No clouds were observed over England to this base. Visibility was generally the same as the route out.

5. **Base on Return:** Time was 1130. 2/10 stratocumulus estimated at 6000 feet. Visibility estimated at 5 miles.

6. The combat crews considered the weather forecast very good.

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