

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

APO 634
16 August, 1943

S-3 REPORT

SUBJECT: Letter of Transmittal.

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

- 1. Transmitted herewith analysis of Operational Mission 15 August, 1943.

JOHN K. GERHART
Colonel, Air Corps,
Commanding.

TYPE OF RELEASE⁹ Train
 Individual Train Salvo Jettisoned Returned

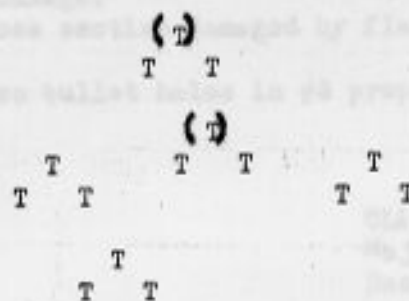
POINT OF IMPACT IF SEEN¹⁰ To right of Target

NAVIGATION DATA¹¹

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Est.	Actual	Est.	Actual	Est.	Actual
1000						
3000						
6000						
10000						
15000						
20000	290		84		-18	
25000						

METHODS OF BOMBING¹²



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with error indicating leader's position.



Dropped on Group Leader

3-2 COMBAT FORM

Group 95th Date 15 Aug 45

Squadron 335 Place where attacked 50°50'N-09°00'E

A/C No. 0271 Time 1450 Height 20,000'

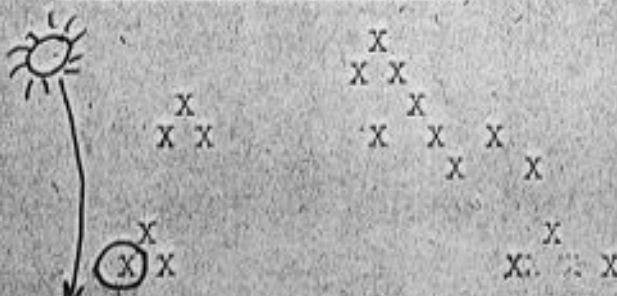
1. Story of the attack Me 109 came in @ 1030 hours.

I started firing at about 600 yds. I fired about 75 rounds. When just past our tail he broke into a steep dive after part of his canopy flew off & smoke came from the engine. The pilot didn't bail out. T.G. saw him hit the ground & explode!

(Include above how E/A attacked; how close to base; where he was hit; how much he was damaged; and how he reacted and acted going away.)

2. Diagram of attack:

On Diagram show



- a. Which of our A/C was attacked
- b. Direction of E/A attack.
- c. Sun position.

Data on combat

3. Our Gun Positions Firing on E/A

- a. Air heading 318°
- b. Visibility good
- c. Type of E/A Me 109
- d. Level of attack from high above:
 - above _____
 - level _____
 - below
 - Very low _____

NAMES S/Sgt L. Johnston (check one)

Positions BT

Names _____

Positions _____

4. If E/A was shot down or damaged:

Corroborated by S/Sgt P.A. DelVento Sr. N.C. Lloyd Lt. C.K. Chilton

Other A/C firing at the same time: None

5. Comments of the Interrogator: Probably Destroyed

Time 1450 Interrogator AKRouse

If formation was very different than standard, show on back of this sheet.

Sortie #225

95TH BOMBARDMENT GROUP (H)
STA. 119

COMBAT DUPLICATION CHECK FORM

15 AUGUST 1943

0273

0187

0300

0218

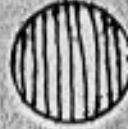
3194

0215

0173

0185

3273



0233

0377



0214

0176

0180

3283

0370

0276

0181

3153

5918

*Mclog
1950*

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

APO 634,
15 August 1943.

SUBJECT: Base Engineering Report on Combat Mission of August 15, 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 August 15, 1943.
 - a. Twenty-two (22) B-17F airplanes took-off, one (1) returned to base as per scheduled.
 - b. All aircraft returned to base after completing mission.
2. There were no abortive airplanes.
3. Battle damage is as follows:
 - a. 42-30300 - Two flak holes in bomb-bay-sliding window broken by flak (pilot's side). Minor sheet metal damage.
 - b. 42-30271 - Cylinder change #2 engine caused by flak..Minor sheet metal damage.
 - c. 42-30218 - Nose section damaged by flak - Minor sheet metal damage.
 - d. 42-30244 - Two bullet holes in #3 propeller.

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

HEADQUARTERS
NINETY-FIFTH BOMBARDMENT GROUP (H)
APO 634

15 August 1943

SUBJECT: AA Report.

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

1. Route followed was: Gravelines-St. Omer-Merville-(target)-Lille (Target). Out: Tournai-Dixmund-Nieuport.
2. Twenty one A/C attacked on a general axis of 102° mag.
3. Slight evasive action was taken coming in. Coming out evasive action was taken also in 15 to 20 second legs.
4. Gun AA fire was not encountered till the second target was reached. There it was accurate to altitude but not to course. The amount moderate and of predicated concentration type. At the coast, on the way out, fire was received from Ostend and Nieuport. The former being accurate as to altitude and course. It was continuous following. AA fire was encountered as briefed.

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

301010N HORHAM

FORM 3

DATE August 15, 1943

U.S. SHIP	PILOT	TARGET	FILE OF EST. ACT.	LANDING EST. ACT.	REMARKS
U 0235	LINDLEY		1704	2048	
X 0233	KRING		1704+	2048	
U 0173	ADAMS		1705	2047	
N 0185	EASTLING		1705	2050	
R 0317	EHERTS		1706	2050	
W 3273	KOMURKA		1706+	2049	
M 0244	STORIE		1707	2053	
X 0181	SNOW		1708+	2052	
P 0176	SUNDBERG		1707+	2055	
D 3400	MASON		1709	2056	
A 3153	ROTHSCHILD		1709+	2056	
E 3283	ONEAL		1710	2055	
B 0342	THOMAS		1710	2058	
J 5918	CABEEN		1711	2059	
F 0276	YUENGER		1711+	2057	
F 0273	COZENS		1712	2043	
E 0182	NOYES		1712+	2044	

412

336

335

336

334

336

334

SECTION HORHAM

FORM 3

DATE August 15, 1943

LET SHIP	PILOT	TARGET	TIME OFF		REMARKS
			EST. ACT.	LANDING EST. ACT.	
334 A 3194	HAYDEN		1713	2042	
C 300	TYLER		1734	2046	
W 0218 G 0274	BAKER		1714	2046	
R 0271	RANSOM		1744	2045	
Z 0353	CARSON		1715	1947	

NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 A.P.O. #534
 GROUP FORMATION FORM

DATE 15 AUGUST, 43

LEAD

LINDLEY - 412 U
 0235
KRING
 0233-412 X

ADAMS
 412 0173
 00 0113
EASTLING
 0185 412

KOMARKA
 32 73
 412
W

EMERTS
 0377
 412-R
 0377

LOTT
EMMS
 0273 334-F

NOYES
 0182 334 E

TYLER
 0135-334-H

BAKER
 0074-335
 0219 Q

HAYDEN
 334-3194
 A

RANSON
 0271 335
 R

STORIE
 0244 336
 M

SUNOBERG
 0176
 335 P
SNOW
 0181 335 X

MASON
 0283 336-S

O'NEAL
 3283 336-E
 3153 336 H

THOMAS
 0342-334

YUENGER
 0276 336 F
SABEN
 5919 336 J

EXTRA

CARSON
 0353
 335
 Z

BRIEFING 1445
 READINESS 1530
 STATIONS 1640
 TAXI 1653
 TAKE-OFF 1703
 RENDEZVOUS 1713 - 2000 on fire

EXTRA SHIPS
 334th 0200
 335th 0219 0274
 336th 03400
 412th 0120

Minutes
Hick
Hicks
Kramer
Lee
Bing
Stout
Florian

4 BW E 24

August 15, 1943.

LEAD ELEMENT

Lindley ✓
0235

Adams Kring (Camera)
0173 0233

Eastling (Camera)
0185

Komurka Eherts
3273 0377

(In this element Snow
And Sundberg have
changed places)

LOW *Lochrie*

HIGH

Cozens (Camera) ✓ *51033N*
0273

Storie ✓
0244

Hayden Noyes ✓ *01040E*
3194 0182

(Camera) Sundberg Snow
0176 0181

Tyber
0300

0821 - Bend Sundberg
8,000

Mason ✓
3400 (Camera)

Ransom ✓ Baker (Camera) ✓
0271 0218
(Camera)

30807.

O'Neal Rothschild
3283 3153

Thomas
0342

(Camera) Yuenger Cabeen (Camera)
0278 5918

Briefing 1415
Readiness 1530
Stations 1640
Taxi 1653
Take-off 1703

AN AIRDROME WAS OBSERVED TO BE ON FIRE NEAR AMIENS TO THE RIGHT OF OUR COURSE.

A DUMMY AIRFIELD WAS REPORTED FIVE MILES SW OF ABBEVILLE.

6 LARGE SHIPS WERE DOCKED AT A PORT BELIEVED TO BE BOULOGNE.

S-7

PRELIMINARY PHOTO INTERPRETATION SHOWS THAT THE BOMBING RESULTS AT POIX-NORD WERE GOOD. TWO OF THE AP'S WERE WELL COVERED BY CONCENTRATED PATTERN OF BOMBS AND THE THIRD AP WAS HIT AND COVERED BY A FAIR PATTERN. AT ABBEVILLE/DRUCAT THE RESULTS WERE FAIR. ONE AP HAD A VERY GOOD CONCENTRATION AND ANOTHER AP RECEIVED (AS ACCURATELY AS CAN BE SEEN) SOME HIT, THE THIRD AP WAS COMPLETELY MISSED.

S-8

CREWS WERE ENTHUSIASTIC IN THEIR PRAISE OF THE EXCELLENT FIGHT SUPPORT & GIVEN THEM.

S-9

368 GROUP - 21 A/C TOOK OFF BY 0652 HOURS. 21 A/C BOMBED POIX-NORD AT 0911 HOURS AND ABBEVILLE/DRUCAT AT 0923 HOURS. ALL A/C RETURNED AND LANDED AT BASE BY 11045 HOURS.

96 GROUP - 24 A/C TOOK OFF BY 0706 HOURS. 24 A/C BOMBED POIX-NORD AT 0913 HOURS AND 23 A/C ABBEVILLE/DRUCAT AT 0920 HOURS. 23 A/C RETURNED AND LANDED AT BASE BY 1054 HOURS. ONE A/C LANDED AT BRITISH SALVAGE DEPOT 51 DEGS 10 MINS N. 00 DEGS 42 MINS E. PLANE RATHER SEVERLEY DAMAGED.

94

94TH GROUP - 21 A/C TOOK OFF BY 0712 HOURS. 15 A/C BOMBED POIX-NORD AT 0912 HOURS. TWO A/C DID NOT BOMB POIX. 1 A/C DID NOT SEE BOMBS AWAY AT POIX-NORD AND DROPPED ALL ITS BOMBS AT ABBEVILLE. THE OTHER A/C WAS NOT ABLE TO DROP ITS BOMBS AT POIX-NORD DUE TO MAL-FUNCTION AND DROPPED ONLY HALF ITS BOMBS AT ABBEVILLE/DRUCAT. 21 A/C BOMBED ABBEVILLE/DRUCAT, ALL A/C RETURNED AND LANDED AT BASE BY 1051 HOURS.

HOLD+

TOD - 171214A DLF VA+

STNS Q FOR R
OOOT

HRMX R FOR B/C

THE R 171220A GHD VA

Wing NARR

PNT - BMP - NCH (VIA PNT) BEE - SNT - HRM - FRA V THE NR OPS 9
171151A 4BW A98E

OPERATIONAL PRIORITY

BSE PASS TO 94 GP AND 401 C.W. AND 385GP (GT ASHFIELD)
SNT PASS TO 96 GP AND 403 C.W. AND 388 GP (KNETTISHALL)
HRM PASS TO 94 GP AND 402 C.W. AND 100 GP (THORPE ABBOTTS)

FRA PASS TO 390 GROUP

TO 8TH COMBOM, ATT A-2. 94 - 95 - 96 - 100 - 385 - 388 - 390 B.G.
401 - 402 - 403 CW ATT. S-2.

PASS TO 1ST AND 2ND WINGS ATT. A-2

S-1

ENEMY AIRCRAFT OPPOSITION WAS VERY SLIGHT, 523 XXX THE ONLY GROUP
ATTACKED BEING THE HIGH GROUP. APPROX. 6 ME-109S AND FXXX 15 FW-190S
ATTACKED BETWEEN POIX AND ABBEVILLE AT 0915 TO 0930. ATTACKS WERE
MADE LEVEL FROM 6 O'CLOCK WITH E/A FORMATION SPREAD OUT COMING IN AS
A BODY TO A RANGE OF 6000 YARDS, THEN PEELING OFF. SPITFIRE
ESCORT FLOATED OVER FORMATION AND DROVE E/A OFF VERY EFFECTIVELY.

S-2

AA FIRE AT BOTH POIX AND ABBEVILLE WAS MEAGRE TO MODERATE
HOWEVER QUITE ACCURATE. ONE GROUP REPORTS TWENTY-ONE A-C DAMAGED
BY A.A. AT POIX CONTINUOUS FOLLOWING A.A. WAS REPORT. AT ABBEVILLE
BOTH CONTINUOUS AND PREDICTED EKK CONCENTRATED WAS REPORTED.

MEAGRE INACCURATE AA FIRE WAS REPORTED FROM NEUFCHATEL,
AND FROM THE RR BETWEEN ABBEVILLE AND AMIENS. ONE GROUP REPORTED
MEAGRE INACCURATE AA FIRE FROM BERCK-SUR-MER. ONE GROUP REPORTED
MEAGRE INACCURATE AA FIRE FROM CRECY-EN-PONTHIEU.

S-3

NONE

S-4

A-C 123 OF THE 96TH GP LANDED AT A BRITISH SALVAGE DEPOT 51
DEGS 10 MINS NORTH. 00 DEGS 42 MINS E WITH ONE ENGINE ON FIRE AND
PLANE RATHER SEVERELY DAMAGED. ALL CREW MEMBERS REPORTED SAFE.

S-5

NONE

S-6

20 TO 25 UNIDENTIFIED A/C SEEN ON GROUND, JUST EAST OF TARGET
AT POIX, 20 TWIN ENGINE & A/C SEEN AT AN AIRFIELD AT 50 DEGS 5 MINUTES
N. 2 DEGS 10 MINS E.

S-8

CREWS VERY ENTHUSED ABOUT XXX ABOUT FIGHTER SUPPORT, WHICH WAS WAS EXC
XXX EXCELLENT.

S-9

94 GROUP -- 21 A/C TOOK OFF AT 1624 HOURS. ALL A/C DROPPED THEIR FULL
LOAD OF BOMBS ON THE PRIMARY TARGET AT 1930 YXX HOURS. ALL A/C
RETURNED AND LANDED AT BASE BY 2115 HOURS.

385 GROUP -- 21 A/C TOOK OFF AT 1607 HOURS.

19 A/C BOMBED THE TARGET AT 1932 HOURS.

A/C 355 DID NOT BOMB TARGET DUE TO MAL-FUNCTION OF
BOMB RACKS.

ONE A/C IS MISSING.

390 GROUP -- 21 A/C TOOK OFF AT 1515 HOURS.

20 A/C BOMBED THE TARGET AT 1930 HOURS.

1 A/C WENT OVER TARGET, BUT FAILED TO BOMB XXX BOMB DUE
TO MAL-FUNCTION OF BOMB BAY DOORS.

1 A/C IS MISSING, BUT BOMBED TARGET.

20 A/C RETURNED AND LANDED AT BASE AT 2111 HOURS.

95 GROUP --- 21 A/C TOOK OFF AT 1714 HOURS.

21 A/C BOMBED THE TARGET, AND RETURNED, LANDING AT BASE
AT 2142.

96 GROUP -- 21 A/C TOOK OFF AT 1701 HOURS.

2 A/C WENT OVER THE TARGET, BUT FAILED TO BOMB, 1 BECAUSE
OF MALFUNCTION OF BOMB BAY DOORS. AND OTHER, PERSONNEL FAILURE.

388 GROUP --

21 A/C TOOK OFF AT 1655 HOURS.

ALL A/C BOMBED DESIGNATED TARGETS, RETURNED LANDING AT BASES AT
2048 HOURS.

100 GROUP -- 21 A/C TOOK OFF AT 1706 HOURS.

ALL A/C BOMBED DESIGNATED TARGETS, AND RETURNED TO BASES
LANDING AT 2106.

HOLD+

CC PARA S-1 WA APPROXIMATELY - 40 TO 50 ENEMY FIGHTERS ETC...
CC PARA S-2 WA NEAGRE (ON 1ST LINE) -- CONTINUOUS

CCC PARA 2 OF S-2 WA NEAGRE -- CONTINUOUS

A/C 598 OF THE 385 GROUP WASS SEEN TO DROP BACK IN
MID-CHANNEL WITH NO. 2 ENGINE FEATHERED AT 2011 HOURS. THIS SHIP
IS REPORTED TO HAVE DITCHED 10 MI3XXX MILES NORTH OF FDUNKERQUE.

S-4

A/C 186 OF THE 385 GROUP DROPPED OUT OF FORMATION MID-CHANNEL AND
MADE A FORCED LANDING AT R.A.F. STATION. EXTENT OF DAMAGE. BURTHER
XXX FURTHER DETAILS NOT AVAILABLE.

S-5
NOT AVAILABLE.

S-6

THE FOLLOWING OBSERVATIONS WERE REPORTED:

A CONVOY OF 20 SHIPS WAS SEEN AT APPROXIMATELY 50-30 NORTH,
01-00 EAST AT 1820 HOURS, ON A HEADING OF DUE NORTH.

A LARGE SHIP WAS OBSERVED AT DUNKERQUE. OBSERVATIONS INDICATE
THAT IT MIGHT HAVE BEEN BURTN XXX BURNT OUT.

TWO A/D'S, ONE POSSIBLY A DUMMY, REPORTED AT WERVICQ, NORTH OF
LITTLE,

A P-47 REPORT BECIRCLING AT 51-33 NORTH, 00-42 EAST. ANOHER
XXX ANOTHER B-17 REPORTED SMOKE COMING FROM THAT PARTICULAR AREA
IN WATER. IT IS THOUGHT TO BE POSSIBLY RESULT OF A/C THAT HAD
PLUNGED INTO WATER.

NEW CONSTRUCTION LOOKED LIGE XX LIKE A/A BATTERY AT CARNIERS
RIGHT AT COAST.

LARGE FACTORIES AT LENS AND BETHENE APPEARED TO BE ENGAGED IN
FULL OPERATIONS.

TWO A/CXXX TWO A/D'S 0 TO 15 MILES WEST OXXX WEST OF LILLE
TOWARD BETUNE APPEARED TO BE DESOXXX DESERTED.

S-7

XX

S-7

PRELIMINARY PHOT INTERPRETATION SHOW EXCELLENT PATTERNS, ONE
ONE (1) GROUP FILING TO PUT THEIR PATTERNS AROUND THEIR DESIGNATED
M.P.I.'S AND THIS GROUP HIT AND PROBABLY SER VERELY DAMAGED AN
INDUSTRIAL PLANT WHICH APPEARS TO BE A CEMENT PLATN. XXX PLANT,
AT VIRY-EN-ARTOIS A/F BOMBS APPARENTLY STRUCK
SEVERAL AMMUNITION AND FUEL STORAGE AREAS AS WERXXX WELL AS OTHER
INSTALLATIONS AS SECONDARY EXPLISION CAN BE NOTED ON THE PNXXX

101 (26)

1636 PM

STAND BY FOR 'THE' BROADCAST RAISE YOUR ACK KEYS PS
 BSE HRM AND SNT PLEASE RAISE YOUR ACK KEYS
 BSE HRM AND SNT WILL YOU PLEASE RAISE YOUR ACK KEYS PS PS PS
 COMEON HRM BSE SNT FOR ACK KEYS PLSM
 TNX
 STAND BY FOR B/C
 PNT - BSE - HRM - UPO - KNE - FRA - GAF - TAB V THE NR OPS 8 161425A
 PRIOTY CONFIDENTIAL 4BW A83E

S-1 ENEMY FIGHTER OPPOSITION WAS SLIGHT. A TOTAL OF APPROXIMATELY
 TO XX TO 50 ENEMY FIGHTERS WERE SEEN ON THE ROUTE IN AND OUT. THE
 FIGHTER COVER TOOK CARE OF THESE FIGHTERS UP TO THE RALLY POINT
 AT WHICH TIME THE FIRST ATTACKS WERE MADE ON THE FORMATION. THE
 NUMBER OF E/A ATTACKING NEVER EXCEEDED 0 TO 15 AT ONE TIME.
 THE ATTACKS WERE NOT PARTICULARLY AGGRESSIVE OR PERSISTENT.
~~INXXE/XXX~~ THE E/A'S WERE EQUALLY ME19XXX ME109 AND FW190. THE
 SPASMODIC HARASSING ATTACKS WHICH STARTED AT THE RALLY POINT LASTED
 UNTIL THE FORMATION WAS 10 MILES OFF TB COAST ON THE WAY BACK.

THE ATTACKS WERE MADE FROM OUT OF THE SUN FROM TEN
 TO TWELVE O'CLOCK. NO UNUSUAL TACTICS WERE USED, AND THERE WERE SOME
 ATTACKS BY LONG RANGE CANNON FIRE. SIMILAR TO PAST ATTACKS OF THIS
 NATURE.

S-2
 FLAK 3D ATF MEAGRE CONTINUOU FOLLOWING TYPE AA GUN FIRE ENCOUNTERED AT
 BERCKS-SUR-MER AND VITRY-EN-ARTOIS. MODERATE AA GUN FIRE IN THE FORM B
 PREDICTED CONCENTRATIONS WAS ENCOUNTERED AT DUNKERQUE. OTHER AA GUN
 FUXXX FIRE WAS OBSERVED AT LILLE AND ALONG FRENCH COAST WHICH WAS
 NOT FIRED AT THIS FORMATION. ALL AA FIRE WAS GENERALL Y INACCURATE.
 SOME FEW BURSTS WERE CLOSE TO THE A/C.

2ND ATF MEAGE AA GUN FIRE OF CONTINUOU FOLLOWING TYPE WAS
 ENCOUNTERED AT NERVILLE, ST OMER, AND OBSERVED OFF TO THE SIDES
 FROM CALAIS AND LILLE. INACCURATE PREDICTED CONCENTRATIONS WERE ENCOUN
 AT DUNKERQUE. SOME OF THE GUN FIRE WXXX FROM NERVILLE WAS
 ACCURATE AND CAUSED DAMAGE.

S-3
 TWO A/C OF THIS WING ARE MISSING.

B.C. NAAR

XX

A/C 306 OF THE 390 GP, FLYING IN NO. 4. POSITION COLLIDED WITH A/C
 NO 320 FLYING NO 2 POSITION 10 TO 15 MILES EAST OF CALAIS AT

21,500FT. TAIL OF AC 306 BROKE OFF JUST BEHIND WING DOOR. THE A/C THE

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

16 August 1943

SUBJECT: Bombing report on LILLE, FRANCE (8-15-43)

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

I. Complete Narrative of the Bombing.

1. The A. B. C. Computer was used in conjunction with the C1 Pilot, as two aids to bombing.
2. The Group made a 90° turn to the left when arriving at the Initial Point. No evasive action was employed by the Group.
3. The bomb bay doors were opened just after turning from the Initial Point.
4. The lead bombardier had an excellent bombing run of 2 minutes. The target could be seen well from the Initial Point. The bubbles were leveled just after swinging on to the target.
5. The bombing run was not effected by enemy resistance.
6. The weather was reported as to have been excellent.
7. There were not any unusual tactics employed by the enemy.
8. Visual results of the bombing were very poor. On the first target most of the Group's bombs hit to the right of the target area, with only 20 bomb bursts in the target area. The results on the second target, showed that the Group's bombs hit 2400 feet to the right of the M. P. I.
9. There are no suggested tactical changes in bombing technique on any particular target or on any target.

FRANK T. IMAND,
1st Lt., Air Corps,
Group Bombing Officer.

W.D.
 A.C. FORM
 12E Modified
 (Reproduced 4 B.W., APO 634)

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² Lt. Jenkins DATE 15 August 1945

PILOT² Capt. Lindley TAKE-OFF 1703

NAVIGATOR² Lt. Powell LANDED 2039

ORGANIZATION 412 95th AIRPLANE B-17-F 0235
 Squadron Group Type Number

OBJECTIVE³ Lille, France. (Air fields) Morville, Lesquin, France

AIMING POINT Dispersal Area

INITIAL POINT 50-42N, 02-07E

METHOD OF ATTACK⁴ _____ Group
 Individual Flight Squadron Group Wing

NUMBER OF PLANES IN UNIT 21

NUMBER OF PLANES IN EACH UNIT PERFORMING SIGHTING OPERATIONS 2 pln.

TIME OF ATTACKS⁵ 19:27 Time of Release

APPROXIMATE LENGTH OF STRAIGHT APPROACH⁶ 120 Seconds

SYNCHRONIZATION⁷ _____ Slow
 On Fast Slow

INFORMATION AT RELEASE POINT⁸

ALTIMITUDE, TRUE ABOVE TARGET	<u>21,300</u>	Feet
C. I. A. A.	<u>155</u>	M.P.H.
T. A. S.	<u>224</u>	M.P.H.
WIND DIRECTION	<u>290</u>	True
Wind Velocity	<u>34</u>	M.P.H.
True Heading	<u>101</u>	Degrees
Drift	<u>-4</u>	Degrees
True Track	<u>105</u>	Degrees
D.S. <u>152</u> TRAIL <u>117</u> ATF <u>40</u> Ten. D.A. <u>69</u>		

TELEPHONE REPORT

This report will be telephoned to the A-2 Duty Desk at Wing Headquarters within 2 hours after the last formation has landed.

1. Units participating 95th
 2. Number of A/C taking off 21
 3. Number of A/C returning early 0
 4. Name of primary target 248 256X100 Number of A/C attack. 21
 - a. Name of secondary target None Number of A/C attack. _____
 - b. Name of I.R. target None Number of A/C attack. _____
 - c. Target of opportunity None Number of A/C attack. _____
 5. Number of A/C lost or missing as far as known 0
 6. Results of bombing: Good Fair _____ Poor _____ Nil _____
 7. Number of casualties: Killed 0 Wounded 0 Missing 0
 8. Enemy Air Opposition:
 - a. Considerable _____ Moderate _____ Slight Nil _____
 - b. Destroyed _____ Probably destroyed 1 Damaged _____
 9. Flak: Intense _____ Moderate _____ Slight Nil _____
 10. Observed fighter support Seen at rendezvous & again on route out. Apparently effective.
 11. Weather as it affected the mission ~~_____~~
 12. Flash observations of outstanding importance _____
 13. Slight damage to 4 A/C
- Telephoned to 1st Personnel by 9th Mobile
 Time 2225 - 15/8/43 Date 15-8-43



Sortie No. 25)
Mission No. 23)

15 August 1943

TARGET: Airdrome at Merville & Lille/Vendeville, France.

1. 21 A/C took off beginning at 1704 and 1714 to attack airdromes at Merville & Lille/Vendeville, France. All 21 A/C attacked each target. Flak was not encountered until second target was reached, and then it was right for altitude but off course; it was moderate and predicted concentration type. 10-15 E/A were first encountered at R.P. Attacks were of the non-aggressive type. Crews say that the bombing was good on both targets, on the Lille/Vendeville Airdrome was of the "walked across" pattern. Due to the fact that this Group encountered little flak--briefed course was followed. E/A claims 1-0-0.

VIII BC Narrative: Primary effort directed against the above airdromes in France was 147 A/C dispatched. 143 attacked, and 4 failed to bomb, and 29 A/C missing. Results were reported fair to good.

180 A/C were dispatched to Flushing/Vlissingen, poix & Amiens. 147 attacked, 33 aborted. None were lost. E/A claims 0-0-0

COZENS

LINDLEY

STORIE

HAYDEN

NOYES

ADAMS

KRING

SNOW

SUNDBERG

TYLER

EASTLING

MASON

RANSOM

BAKER

KOMURKA

WHERTS

O'NEAL

ROTHSCHILD

THOMAS

YEUNGER

CABEEN

171214Z AUG 43
STNS Q FOR R
OOBT
IBMX R FOR B/C
THE R 171220A CND VA

Wing Narr

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

16 August 1943

SUBJECT: Mission Expenditure Report for 16 August 1943

TO : Commanding General, Fourth Bombardment Wing

1. Following is the expenditure report for 16 August 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		
	42	Lower Turret Guns 9335
	42	Upper Turret Guns 4590
	21	Right Waist Guns 3430
	21	Left Waist Guns 4240
	21	Radio Guns 1260
	21	Left Nose Guns 3335
	21	Right Nose Guns 2260
	21	Center Nose Guns 2475
	42	Tail Guns 4535
e. Total number of guns	252	
f. Total number of rounds fired	35,460	
g. Demolition bombs, number and size	504-100 lb.	

For the Commanding Officer:

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

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

APO 634
 15 August, 1943

SUBJECT: Navigation Report for the Mission of 15 August, 1943.

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

1. The flight plan was carried out very well, and all control times were met as nearly as possible.
2. The Navigation by all group leaders was excellent. All Navigators reported that visibility was good over the entire target area, making pilotage and target identification relatively easy.
3. Four "Gee" boxes were in operation in the 95th Group, and all four navigators report that reception was excellent with no jamming or fading over enemy territory.
4. No instrument failures were reported.

ELLIS B. SCRIPTURE,
 1st Lt., Air Corps,
 Group Navigation Officer.

WALTER G. MILLER, 2nd Lt.,
 2nd Lt., Air Corps,
 Staff Weather Officer.

C O N F I D E N T I A L
 HEADQUARTERS
 VIII BOMBER COMMAND
 A.P.O. 634

 Bomber Command Narrative of Operations
 Day Operation - 15 August, 1943
 Mission No. 82

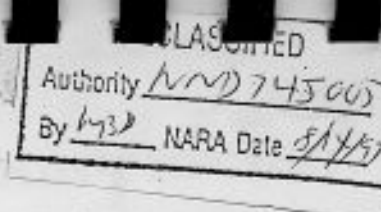
290 B-17s dropped 452.43 tons on G.A.F. Airfields in occupied France. 327 B-17s were dispatched, but 37 failed to bomb. The following Airfields were attacked: 91 a/c dropped 215.1 tons on Flushing/Vlissingen with poor results; 56 a/c dropped 12.85 tons on Poix and 56.18 tons on Amiens - results at Amiens were excellent, but those at Poix were poor; 61 a/c dropped 70.02 tons on Vitry with good results; 82 a/c dropped 46.3 tons on Merville with good results, and 51.8 tons on Lille/Vendeville with only fair results. Fighter support was furnished by 12 squadrons of P-47s and 8 squadrons of Spitfires. Diversionary attacks were carried out by USAAF B-26s and RAF Bomphoons and Typhoons in the general target area before, during, and after the heavy bomber attacks. Flak and e/a opposition was weak. One B-17 was lost to enemy opposition and another because of an accident. Claims are 9-0-1.

Unit	(Dispatched)	Number of A/C				Lost	Claims	Personnel Casualties		
		Attacked	Failed	To Bomb+				Killed	Wounded	Missing
				A.	B.					
<u>1ST WING</u>										
91	20	19	0	1	0	0-0-0	0	3	0	
351	19	18	1	0	0	0-0-0	0	0	0	
381	23	0	2	21	0	0-0-0	0	0	0	
92	18	18	0	0	0	0-0-0	0	0	0	
305	19	16	1	2	0	0-0-0	0	0	0	
306	20	20	0	0	0	0-0-0	0	0	0	
303	20	18	2	0	0	0-0-0	0	0	0	
379	21	21	0	0	0	0-0-0	0	0	0	
384	20	17	3	0	0	0-0-0	0	0	0	
	<u>180</u>	<u>147</u>	<u>9</u>	<u>24</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>3</u>	<u>0</u>	
<u>4TH WING</u>										
94	21	21	0	0	0	1-0-0	0	0	0	
385	21	20	1	0	1	4-0-0	0	2	10	
390	21	20	1	0	1	1-0-0	0	0	10	
95	21	21	0	0	0	1-0-0	0	0	0	
96	21	19	1	1	0	0-0-1	0	1	0	
100	21	21	0	0	0	2-0-0	1	0	0	
388	21	21	0	0	0	0-0-0	0	0	0	
	<u>147</u>	<u>143</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>9-0-1</u>	<u>1</u>	<u>3</u>	<u>20</u>	
TOTALS	327	290	12	25	2	9-0-1	1	6	20	

+ A - Mechanical and Equipment failures.

B - Enemy Action, Accident, and Personnel Failures.

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

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

TARGETS: 1st Wing - Flushing/Vlissingen Airfield, Amiens/Glissy and Poix Airfields.

4th Wing - Vitry/Vendeville and Merville.

BOMBING RESULTS: 1st Wing - 91 B-17s dropped 1434 x 300 G.P. fused 1/10 sec. nose and 1/100 sec. tail from 18,000 - 24,200 feet at 1926 - 1930 hours. General results were only fair. Many hits were scored on the railway sidings to the southeast of the airfield in the area north of the Outer and Inner Havens. About 17 bursts were observed on the Airfield itself.

56 B-17s dropped 550 x 100 G.P. fused inst. nose and 1/40 sec. tail and 478 x 120 fragmentation bombs from 22,000 - 24,500 feet at 1928 - 1931 hours on the Amiens/Glissy Airfield; and 14 of the same a/c dropped 257 x 100 G.P. fused inst. nose and 1/40 sec. tail from 22,000 - 24,500 feet at 1928 - 1931 hours. All results at Amiens/Glissy were excellent and the entire Airfield was blanketed with bursts. Hits were scored on a large hangar and four workshops on the southwest side of the field. A pattern of fragmentation bomb bursts covered the northeast dispersal area and some of the barracks buildings in the southwest corner. Several hits were observed on a large French-type hangar on the south side of the field. Results at Poix were poor and most of the bombs missed the airfield.

4th Wing - 82 B-17s dropped 926 x 100 G.P. fused inst. nose and 1/40 sec. tail from 20,000 - 21,000 feet at 1925 - 1933 hours on the Merville Airfield; and the same a/c dropped 1036 x 100 G.P. fused inst. nose and 1/40 sec. tail from 20,000 - 21,000 feet at 1925 - 1933 hours at Lille/Vendeville. All three dispersal areas at Merville were hit with good results. Bombings at Lille/Vendeville were poor.

61 B-17s dropped 1364 x 100 G.P. and 2 x 2000 G.P. fused inst. nose and 1/40 sec. tail from 20,000 - 22,000 feet at 1929 - 1931 hours on Vitry. Bombing results were good. Strike photos show that the greatest number of bombs fell on the southwest corner and included hits on buildings. One air raid shelter was hit and possible hits on the main railway line. Other concentrations were observed in the southeast and northeast dispersal areas.

REASONS FOR FAILURE TO BOMB: 1st Wing - 33 a/c failed to bomb - 9 because of mechanical and equipment failures, 23 because of personnel failures and 1 a/c because of enemy action.

4th Wing - 4 a/c failed to bomb - 3 because of mechanical and equipment failures and 1 because of personnel failure.

ENCOUNTERS: 1st Wing - None

4th Wing - Enemy fighter opposition was light. Approximately 40 - 50 o/a were seen altogether. Fighter cover was excellent, and attacks, which started at the rally point and lasted until formation was ten miles out to sea, were sporadic, non-persistent and of a harassing nature. Attacks were made from 10 - 12 o'clock out of the sun, with no unusual tactics noted. There were some attacks by long range cannon fire.

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

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

CASUALTIES: 1st Wing - Personnel - 3 crew members slightly wounded.
Equipment - None.
Estimated Battle Damage - 16 category "A" and 6 category "AC".

4th Wing - Personnel - 1 crew member was killed, 3 slightly wounded and 20 are missing.
Equipment - 2 B-17s - 1 by accident and 1 by reasons unknown.
Estimated Battle Damage - 8 category "A" and 3 category "AC"

FLAK: 1st Wing - Moderate and fairly accurate flak was reported at Amiens and meagre accurate at Flushing. Meagre inaccurate fire was reported at Westkapelle, Noorderhoofd, scattered batteries along SW and NW coasts of Walcheren Island, north tip of Noord Beveland, Hornoy, Poix and Abbeville.

4th Wing - All fire was inaccurate except part of that from Merville. Meagre inaccurate fire of a continuous following type was reported at Berck-Sur-Mer, Vitry-en-Artois, Merville, St. Omer, Calais and Lille. A predicted concentration was reported at Dunkirk.

ORDERED ROUTE: 1st Wing - Flushing - Orfordness to 51°22'N - 03°21'E to cloud covered primary target, to Flushing, to Felixstowe.
Amiens/Glissy and Poix - Beach Head to 50°10'N - 01°00'E, to 50°05'N - 00°20'E, to 50°05'N - 01°23'E, to 49°45'N - 01°42'E, to Poix, to Amiens/Glissy, to 50°25'N - 01°35'E, to Hastings.

4th Wing - Vitry-en-Artois - Hastings to 50°20'N - 01°10'E, to Hastings, to 50°20'N - 01°10'E, to 50°24'N - 01°35'E, to target, to 51°00'N - 02°00'E, to North Foreland.

Merville and Lille/Vendeville - North Foreland to 51°00'N - 02°05'E, to Merville, to Lille, to 51°05'N - 02°35'E, to Clacton.

WEATHER: Route Out - On route out from English coast there was reported nil to 4/10 low cloud and 3/10 - 8/10 cirrostratus at approximately 30,000 feet.

Target: At Amiens/Glissy and Poix there was 3/10 - 5/10 cirrostratus at 30,000 feet and unlimited visibility. At Flushing, Lille and Vitry cloud varied from nil to 2/10 low cumulus, with 5/10 - 8/10 high cirrostratus reported at Flushing and 1/10 - 3/10 cirrus above 25,000 feet at Lille and Vitry. Return Route: Same as route out except 3/10 - 4/10 altocumulus on part of route back.

FIGHTER SUPPORT AND DIVERSIONS: - 12 squadrons of VIII Fighter Command P-47s and 10 squadrons of RAF Spitfires directly supported the operations. Spitfires supporting the bombers attacking Vitry destroyed 3 FW-190s for the loss of one fighter. B-26s of VIII Air Support Command supported by RAF Spitfires carried out a diversionary attack on the marshalling yards at Abbeville. Whirlwind bombers scheduled to make a diversionary attack against a target in Brittany turned back because of unsuitable weather, while supporting Spitfires and Typhoons went on to sweep the French coast and destroy 1 FW-190 and damage 3 others for the loss of 3 Typhoons.

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

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Authority NND 745005
By hjd NARA Date 5/1/97

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

OBSERVATIONS: - New construction on coast at Carniers appeared to be an A.A. battery. Considerable new construction was reported in woods north of airfield at 50°16'N - 01°52'E. Smoke screens were observed at St. Omer and Abbeville.

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

95TH BOMBARDMENT GROUP (H)
OFFICE OF THE PHOTOGRAPHIC OFFICER

APO 634.

15 August 1943.

SUBJECT: Explanation of Photographic Mission of 15 August 1943.

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

1. The attached photographs were taken by ship number 0235, 0233, 0185, and 3273 of the lead squadron, ship number 0176, 0276, and 5918 of the high squadron, and by ship number 0271 and 0218 of the low squadron. Nine cameras were installed in all; every camera took pictures. One K-21 in ship number 3273 was set in an oblique position away from the target. Photographs show bomb hits in target area.

DAVID B. HENDERSON
1st Lt., Air Corps
Photographic Officer.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 634

15 August 1943

SUBJECT: S-2 Report.

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

1. Between 1704 and 1714 on 15 August 21 A/C of the 95th Group took off to attack airdromes at Merville and Lille/Vendville, France. Bombing results on preliminary analysis seem good.

2. Fighter cover by three squadrons of P-47's were to meet the task force at the enemy coast. It was not until our formation was returning from the attack that the escorting fighters were observed.

3. Fighter opposition was slight. Flak caused little damage and was meager. Two batteries, one of 5 and one of 7 heavy guns, were reported just south and southwest of Ostend.

4. No enemy aircraft were noted on the airdromes. No new enemy tactics were reported. One Ju 87 (stuka) was identified.

5. Our group returned at 2042.

For the Commanding Officer

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

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

APC 634
18 August, 1943.

SUBJECT: S-3 Narrative Report on Operational Mission of 15 August, 1943.

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

1. The Ninety Fifth Bombardment Group (H) was alerted at 0930, 15 August, 1943 for an operational mission, with a bomb loading of 24 X 100 Lb bombs, instantaneous nose fuse and 1/40 second tail fuse.

2. Field Order No. 33 was received 1340, 15 August, 1943. The Ninety Fifth Bombardment Group (H) was set up leading the second combat wing of the Second Air Task Force, less the 300th Group. Twenty one aircraft were called for. Twenty two took off with the extra aircraft returning as per schedule. All of our aircraft attacked both targets, dropping all bombs with good results.

3. There was little flak, but it was quite accurate as it damaged several of our aircraft in the low squadron. A few enemy fighters were encountered and their opposition was slight.

JOHN P. MILLER
Captain, Air Corps,
Operations Officer.

WEATHER STATION
AAF STATION 119
APO 634

WSM/jw

15 August 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 15 August 1943

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

1. Take-Off: Time was 1704 hours. 2-3/10 stratocumulus at 2500 ft. and 8-10/10 cirrostratus above 25,000 ft. The visibility was 10-20 miles.
2. Route Out: Scattered stratocumulus over England and 8-10/10 cirrostratus becoming 3-5/10 above 30,000 ft. at English Coast. Clear over channel below 20,000 ft. with scattered cirrus becoming Nil at Continental Coast. 2-3/10 thin altocumulus below 12,000 ft. at Continental Coast becoming 0-1/10 stratocumulus in target area. The visibility was restricted to 10 miles over eastern England becoming unlimited from English Coast to target.
3. Target: Time was 1930 hours. 0-1/10 stratocumulus below 5,000 ft. No high clouds. The visibility was unlimited.
4. Return Route: 0-1/10 stratocumulus below 5,000 ft. over continent. 3-5/10 cirrus above 30,000 ft. over English coast increasing to 6-8/10 cirrostratus above 25,000 feet at the base. Some scattered patches of altocumulus and stratocumulus over England. Visibility unlimited over Continent becoming 10 miles at English Coast and 5-10 miles at base.
5. Base on Return: Time was 2042 hours. 8/10 cirrostratus above 25,000 feet with scattered patches of altocumulus and stratocumulus. The visibility was estimated at 5-10 miles.
6. Weather was excellent.

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