

C O N

DECLASSIFIED
 Authority NND 745005
 By h33 NARA Date 5/1/97

HEADQUARTERS
 VIII BOMBER COMMAND
 A. P. O. 634.

Bomber Command Narrative of Operations
 Day Operations - 17 August, 1943
 Mission No. 84

PART I - SCHWEINFURT

Two Air Task Forces, composed of two Combat Wings each, of the 1st Air Division, were dispatched to attack three ball-bearing plants at Schweinfurt in central Germany. The target was bombed with good results. Strong e/a opposition was encountered along the route from near the Dutch coast to the target and back to the French coast. Penetration and withdrawal support was provided by VIII Fighter Command P-47s and RAF Spitfires. 36 B-17s are missing. Claims against e/a are 148-18-63.

Unit	Dispatched	Attacked	Number of A/C		Lost	Claims	Personnel Casualties		
			To Bomb+	Failed			Killed	Wounded	Missing
			A.	B.					
91	24	9	3	12	10	13-1-3	1	1	97
92	22	21	0	1	2	17-3-1	0	1	20
303	29	27	1	1	0	20-7-9	1	4	0
305	29	27	2	0	2	17-1-4	1	1	24
306	30	30	0	0	0	16-1-3	0	0	0
351	28	26	0	2	2	25-2-21	0	0	20
379	24	18	2	4	4	11-3-2	0	1	40
381	26	18	1	7	11	21-0-14	0	1	101
384	18	12	1	5	5	8-0-6	0	3	50
	<u>230</u>	<u>188x</u>	<u>10</u>	<u>32</u>	<u>36</u>	<u>148-18-63</u>	<u>3</u>	<u>12</u>	<u>352</u>

+Failed to Bomb - A - Mechanical and Equipment Failures.

B - Other than Mechanical and Equipment Failures (includes weather, recall, enemy action, etc.)

x183 A/C on Schweinfurt, 1 on Frankfurt and 4 on Opportunity Targets.

BOMBING RESULTS: 183 B-17s dropped 1017 x 250 British incendiaries, 719 x 500 G.P. fused 1/10 sec. nose and 1/100 sec. tail and 235 x 1000 G.P. fused 1/10 sec. nose and 1/40 sec. tail from 19,000 - 22,600 feet at 1459 - 1511 hours on industrial plants in Schweinfurt. The B-17s had as aiming points, three ball bearing plants which contribute approximately 50% of total output of ball bearings available to Germany. Bombing results were very good. Considerable damage was inflicted on a number of buildings of the Kugelfischer Works (ball bearings), Fichtel & Sachs (aircraft components) and the Vereingte Kugellager Fabriken (ball bearings) Works I and II. Communications, including the main railway station, also suffered very heavy damage as well as a number of residential areas in Schweinfurt and Oberndorf. At the Kugelfischer Works the power house, a single-story machine shop, a multi-story machine shop and a large group of office buildings and stores received hits. At the Fichtel & Sachs Plant at least two bombs burst directly on a single-story machine shop, with three more on adjoining buildings. Direct hits

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were scored on two machine shops of the Works II plant of the V.K.F., and other buildings received blast damage. At Works I of the V.K.F., part of the manufacturing buildings were destroyed. A barracks in a military establishment northwest of Schweinfurt was also damaged by a concentration of bombs.

REASONS FOR FAILURE TO BOMB: 42 a/c failed to bomb - 10 because of mechanical and equipment failures, 2 because of personnel failures, 1 because of flak damage, and 29 which are missing.

ENCOUNTERS: E/a opposition was extremely strong. Up to 300 e/a were reported encountered, with attacks beginning at Antwerp and continuing in intermittent waves to Schweinfurt and back to the French coast. Attacks came from all direction with those from nose and tail - high and level - predominating. At times as many as 20 - 25 e/a would attack in line astern, with many other attacks being made by groups of 2 - 5. Many attacks came from above and out of the sun, with e/a diving on high squadrons and continuing through formation to strike the low squadron. Twin-engined e/a were reported as staying farther away from formations and generally showing poor tactics. Most of the e/a seen were FW-190s, Me-109s, Me-110 and JU-88s, with a few reports of Me-210s, DO-217s, HE-113s and FW-189s. Some single-engined e/a were reported resembling P-47s, being painted green with white cowlings and tails.

CASUALTIES: Personnel - 3 killed, 3 seriously wounded, 9 slightly wounded and 352 are missing. 2 crews were picked up by Air Sea Rescue Service.

Equipment - 36 B-17s - 1 by flak, 26 by e/a and 9 by reasons unknown.

Estimated Battle Damage - 73 category "A", 9 category "AC" and 3 category "E".

ANTI-AIRCRAFT FIRE: At Antwerp meagre to moderate fire of the predicted concentration type was reported as fairly accurate. Moderate to intense fire of a barrage type, largely inaccurate, was met at Schweinfurt. Intense fairly accurate fire came from Darmstadt, with moderate fairly accurate flak being encountered at Bingen, Hasselt and Maastricht. At Diest flak was meagre and fairly accurate and at Bonn moderate and inaccurate. Meagre inaccurate flak was reported at Koln, Frankfurt and Aachen.

ROUTE: Clacton (102nd C.W.) and Orfordness (101st and 103rd C.W.), to 51°35'N - 03°40'E, to Eupen, to 49°45'N - 08°20'E, to 50°04'N - 09°41'E, to Schweinfurt, to Eupen, to 51°20'N - 03°20'E, to Felixstowe.

WEATHER: Nil to 3/10 cumulus and 4/10 - 6/10 altocumulus encountered on route out over North Sea decreased to nil over the continent where 6/10 - 9/10 high cirrus was reported. Over the target there was 5/10 - 6/10 cirrostratus above the bombers with traces of cumulus and stratocumulus at 3,000 ft. Visibility was 15-30 miles, although some of the groups were bothered by smoke screens. On return route conditions were similar to those on route out.

FIGHTER SUPPORT AND DIVERSIONS: 18 squadrons of VIII Fighter Command P-47s and 16 squadrons of RAF Spitfires provided penetration support for 1st and 4th Wing formations and withdrawal support for 1st Wing bombers. The escorting P-47s destroyed 20 e/a, and the Spitfires destroyed 13. In conjunction with these operations VIII Air Support Command B-26s attacked Bryas/Sud and Poix Airfields, RAF Mitchels bombed Calais Marshalling Yards, and RAF Typhoon bombers raided

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the airfields at Poix, Lille/Vendeville and Woensdrecht. These attacks were supported by RAF fighters which destroyed one e/a. From all these operations 3 P-47s, 3 Spitfires and 1 Typhoon are missing.

OBSERVATIONS: Smoke screens were observed at Antwerp, Bonn, Koln, Mannheim and five miles southwest of the target. Approximately 40 single-engined e/a were reported on airfield at Schweinfurt. On 4 occasions flashes from the ground and smoke puffs about 5,000 feet high appeared on course about 20 miles ahead of the formation. Heavy barge traffic was noted in the Rhine between Bonn and Koblenz.

PART II - REGENSBURG

An Air Task Force composed of three Combat Wings of the 4th Air Division was dispatched to attack the Messerschmitt A.G. plant at Regensburg. The aircraft after attacking with excellent results, proceeded to bases in North Africa. The formations encountered strong opposition from e/a. Fighter escort was provided by P-47s of the VIII Fighter Command. 24 B-17s are missing. Claims are 140-19-36.

Unit	(Dispatched	Attacked	Number of A/C		Lost	Claims	Personnel Casualties		
			To Bomb+	Failed			(Killed	Wounded	Missing)
			A.	B.					
94	21	20	0	1	1	13-1-5	0	1	10
95	21	14	4	3	4	25-1-8	0	0	40
96	21	19	2	0	0	5-1-0	0	0	0
100	21	14	0	7	9	36-10-7	1	2	90
385	21	19	1	1	3	48-4-4	2	1	20
388	21	21	0	0	1	7-0-4	0	3	0
390	20	20 x	0	0	6	6-2-8	1	2	40
	<u>146</u>	<u>127 x</u>	<u>7</u>	<u>12</u>	<u>24</u>	<u>140-19-36</u>	<u>4</u>	<u>9</u>	<u>200</u>

+Failed to Bomb - A - Mechanical and Equipment Failures.

B - Other than mechanical and equipment failures (includes weather, recall, enemy action, etc.)

x 1 a/c bombed a target of opportunity.

BOMBING RESULTS: 126 B-17s dropped 971 x 500 G.P. fused inst. nose and 1/100 sec. tail, and 448 x 250 British incendiaries from 17,000 - 20,000 ft. at 1148 - 1207 hrs. on the important fighter assembly factory of Messerschmitt A.G. which contributed a large percentage of the total output of Me109s for the G.A.F.

P.R.U. cover taken at 1530 hours on 17 August shows that the bombing was accurate and results are excellent. Except for a concentration of bursts close to the northeast corner of the Messerschmitt Works, practically all of the bombs fell either within the factory boundaries or on the airfield. Heavy damage was inflicted on the factory and nearly all the buildings were affected in some degree. Five of the main workshops were seriously damaged and four other large workshops were partially destroyed. A hangar probably used for engine installation was more than half destroyed. A main store and workshop was three-fourths destroyed and was still burning at the time the P.R.U. cover was taken. Office buildings, shops,

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sheds, canteens and miscellaneous buildings were damaged. Photographs show 37 e/a fighters close to the factory, and it is probable that these were damaged although smoke over the area prevented any definite assessment.

REASONS FOR FAILURE TO BOMB: 19 a/c failed to bomb - 7 because of mechanical and equipment failures and 12 were lost before reaching the target.

ENCOUNTERS: Enemy fighter opposition was extremely strong, with 200 or more e/a reported making attacks which started just after crossing the Belgian coast and continued until formations had reached the Alps. Types of e/a reported included a large percentage of Me109s, FW-190s, Me-110s, Me-210s, and JU-88s, with a few He-113s, FW-189s, FW-200s and DO-217s. As the formation penetrated deeper into Germany, attacks by single engined e/a decreased while those by twin engined e/a increased. All known enemy tactics were employed, with attacks being made from all directions and angles. The essential pattern of attack was for groups of 5 - 11 e/a to come in simultaneously at 2 and 10 o'clock, with an attack at 6 o'clock being made at the same time. Pilots appeared experienced and extremely daring, with reports of many instances in which e/a attacked the high squadron and then dove through the group formation. There were several reports of 1 or 2 e/a staying alongside the formation as decoys while others attacked from nose or tail. Frontal attacks were described as from slightly above and slightly below. Stragglers were smothered by e/a, and there were some reports of parachutists being attacked. Individual attacks were chiefly out of the sun, regardless of angle. For the most part the attacks seemed better planned and executed than any encountered on previous missions.

Some Me-109s were reported firing heavy cannon from under each wing, with bursts resembling flak. Several crews reported e/a firing rockets. Other e/a were reported pulling up sharply and dropping clusters of 20-30 black or brown objects which would sail toward the formation and explode.

CASUALTIES: Personnel - 4 killed, 7 seriously wounded, 2 slightly wounded and 200 are missing. Two complete crews are in Switzerland where 2 B-17s landed.

Equipment - 24 B-17s are missing - 19 from e/a and 5 from unknown reasons.

Estimated Battle Damage - not available.

ANTI-AIRCRAFT FIRE: AA fire was not a deterrent and for the most part was sporadic and inaccurate all along the route. Two Groups reported AA fire from Regensburg and one of the two stated it was meagre and accurate during the second bombing run. Meagre accurate AA fire was reported from Woensdrecht, Wiesbaden, Rosenheim and Brenner Pass. Meagre inaccurate AA fire was encountered at numerous places along the route.

ROUTE: Bases to Lowestoft to 51°43'N - 03°42'E to Eupen to 49°45'N - 08°20'E to 49°15'N - 11°05'E to 49°02'N - 11°29'E to target; to 48°50'N - 12°10'E to 47°52'N - 12°13'E to 45°53'N - 11°03'E to Italian coast (44°13'N - 09°30'E) to 42°30'N - 08°00'E to 41°00'N - 07°20'E to 36°55'N - 07°45'E to Telergma.

WEATHER: Route Out - 9 to 10/10 stratocumulus over England breaking from English coast, becoming 5 to 7/10 at 1500 to 2000 feet over Channel and becoming isolated patches over continental coast, becoming nil amounts of low cloud just inland. No low cloud remainder of distance to target. Patches of isolated medium at 10000ft.

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over England decreasing to nil over Channel except small patch of altocumulus at 10000ft. in mid-channel. Visibility increased to 10+ miles on English coast and over 20 miles over continent. Target: Regensburg - 1145 hours. Clear of all cloud. Visibility 25 miles. Target to African Base: Clear to Alps with cumulus developing over Alps to 3 to 4/10 with little vertical development. Becoming clear of low cloud over Italy and then 2 to 3/10 cumulus over Mediterranean, base 2000 ft, tops 7000 ft, continuing to vicinity of bases. Visibility 10+ miles decreasing to 5 to 7 miles over Mediterranean in haze and locally 1 to 2 miles over Africa in blowing dust. Bases in Africa: - 1800 hours - 3 to 4/10 swelling cumulus, base 2000 ft, tops 7000 ft. Visibility 10+ miles except locally 1 to 2 miles in blowing sand.

FIGHTER SUPPORT AND DIVERSIONS: See Part I.

OBSERVATIONS: Smoke pots were reported at Mannheim, Nurnburg, Darmstadt, Regensburg, and Wurzburg. Balloon barrages were observed at Mannheim, Aachen, and to the right of course at Brenner Pass. 50-75 twin-engined enemy fighters were observed on a large airfield approximately 5 miles southeast of Regensburg.

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

BOMBARDIER'S LOG

REGensburg

0520

Target: _____ *Elevation: _____ Take-Off: _____
 Date: **17 AUGUST** P-47 Escort: _____

Description and Remarks:

AIRCRAFT FACTORY

* Pressure Altitude of Target	-185 Ft.	Type & Size of Bombs	B.T. 250 # L.B. M11
* Altimeter Setting	50.09	** No. of Bombs Loaded	10 *Fuzing: Nose Tail
* Ind. Altitude	18,000	** Initial Point	Balingies * Ordered Actual
* True Altitude above Target	18,800	x Length of Run	90 Seconds x Time of Run 0020
x Air Speed (MPH)	CIAS 155 TAS 212	* Mag. Head. Ordered	92 x Mag. Head. Actual
* Ground Speed	*Est 252 **Actual 249	x Time of Release	09:21-50 ** No. of Bombs Released 10
Drift	* Forecast -1 x Actual -6	** Type of Release	Train Salvo Individual
* Actual Range		x Point of impact (If seen)	Not seen, dust.
x Tan. Drop. Angle	* Est. .54 x Actual .58	** Airplane Type	B-17E No. 0273
x Disc Speed	141.2 x Trail XXXXXX	** Navigator	Carson G. 1st Lt.
** Actual Time of Fall	37.53 **B.S. Type and No. MB	** Bombardier	Fritchard A.H. 1st Lt.
			BoWolf H. 1st Lt.

Height	Wind Direction		Wind Velocity		Temp. Forecast	Temp. Actual	Remarks:
	*Est.	xActual	*Est	xActual	*	x	
1000							Intervalometer= 50' Mean Temp = +07° Target Sur Temp = +12°
3000							
6000	250		15		14		
10000	260		25		08		
15000	270		35		-02		
20000	280		45		-12		
22000							
24000							
26000							
30000							

* Fill in before take-off. ** Fill in after landing. x Fill in during flight.

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

APC 634
17 August 1943

SUBJECT: Bombing Report on Regensburg, Germany, 17 August 1943.

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

1. Complete narrative of the mission of 17 August 1943.
 1. The A.B.C. computer in conjunction with the CI pilot, were used as two aids to bombing. The pre-set information, that was given to the lead bombardier, checked with the actual data.
 2. Evasive action was employed at the Initial Point.
 3. The bomb bay doors were opened just after turning from the Initial Point.
 4. The bombing run was excellent. The target could easily be seen, due to perfect weather conditions that existed.
 5. The effect of enemy resistance on the bombing run was intense. Fighters surrounded the group at that time.
 6. The weather conditions at the target area was excellent. Due to the good visibility, that the target could be easily seen.
 7. The enemy employed unusual tactics on the bombing run, by having 10 to 15 fighters come in on the nose of the lead ship for numerous times in succession.
 8. Visual results of the bombing were reported as excellent.
 9. There are no suggestions as to tactical changes in bombing technique on any particular target or on all targets.

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

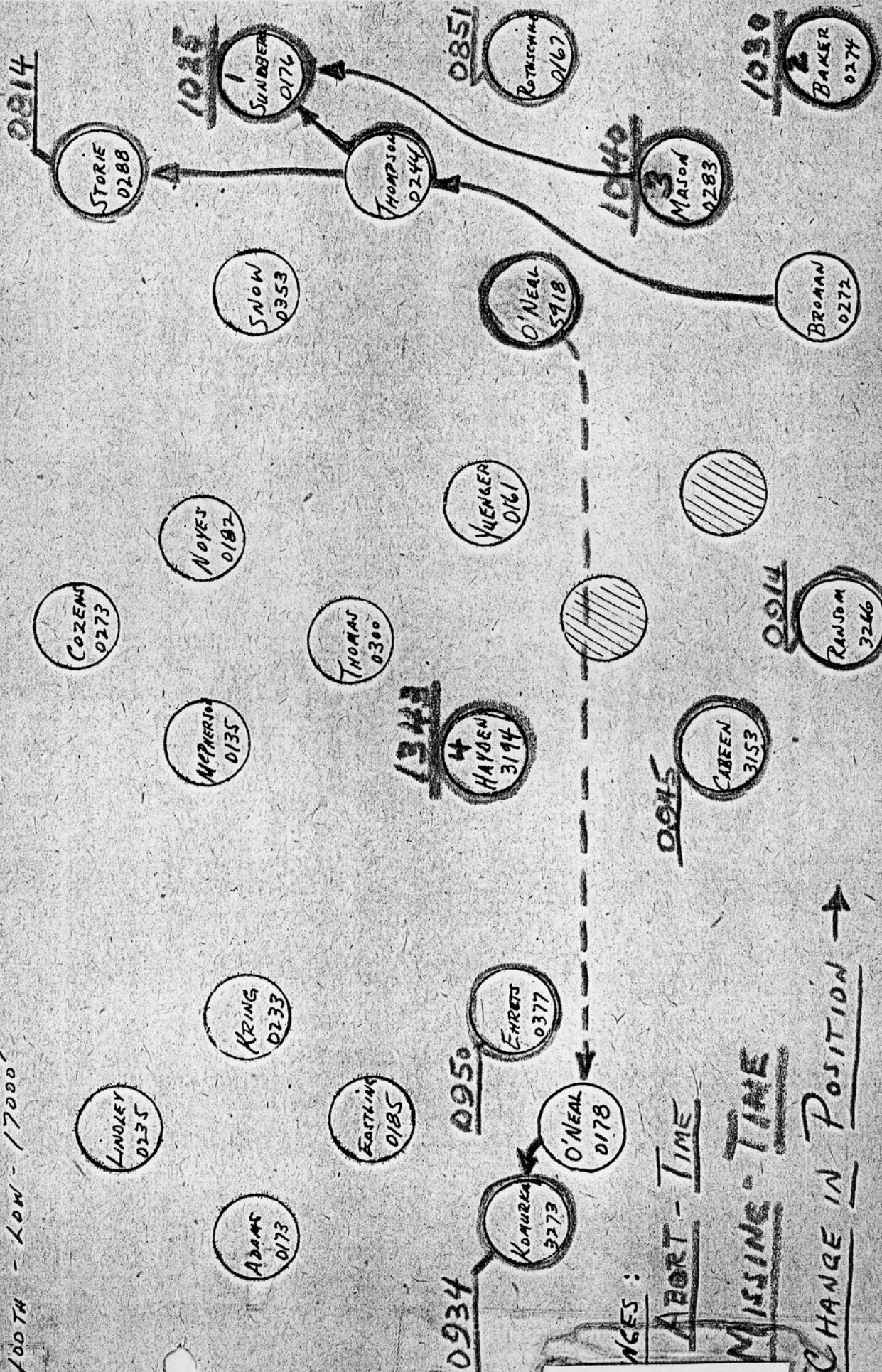
FORMATION
AT TAKE OFF

#402 CW - 3RD IN 4TH AD
95TH - HIGH - 18000' (LEAD)
100TH - LOW - 17000'

REGENSBURG

17 Aug 1943

COMBAT DUPLICATION CHECK FORM



ANGES:

ABORT - TIME

MISSING - TIME

CHANGE IN POSITION →

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

(J-1)

AFO 634
August 24 1943

SUBJECT: Operational Communications for 17 August, 1943

TO : Commanding Officer, 95th Bombardment Group Station 119

1. Of the seventeen (17) crews which went on the mission, eleven (11) crews were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures were as follows:
 - (a) 334F, interphone system out, repaired at advance base;
 - (b) 412U, interphone system out at altitude, repaired at advance base;
3. The following aircraft used navigational aids successfully:
 - (a) 334F used splashers Nos. 6,7;
4. Operators reported advance ground station quiet, target apparently beyond range of Air Division ground station.

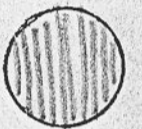
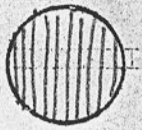
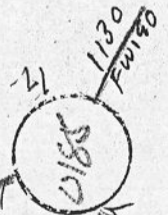
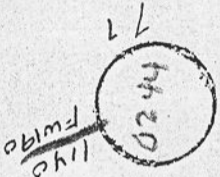
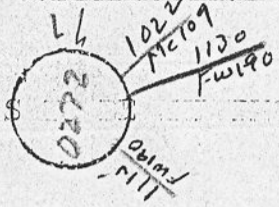
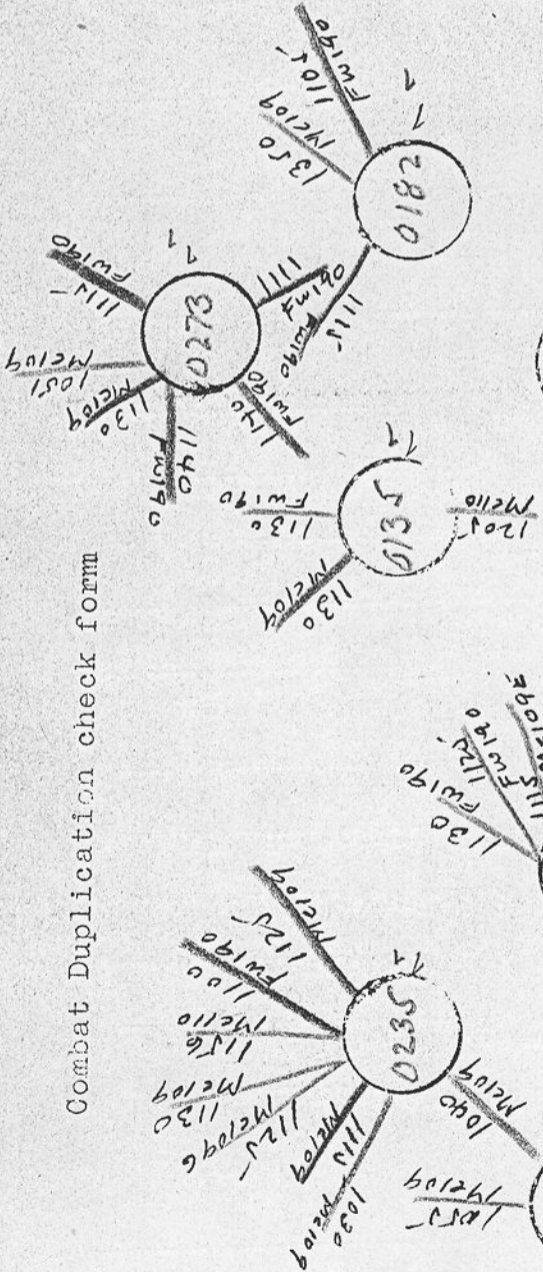
RICHARD F. KNOX
1st Lieut., A.C.
Communications

Duplicate

95th Bomb Group (H)

Date 17 Aug 1943

Combat Duplication check form



SQUADRON 119

DATE Aug 17

334
"
"
"
336
334
417
335
"
336
"
"
"
335
"
417
"

REF	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
F	0273	COZENS	+		0715+		1736 *	
F	0182	Noyes	+		0716+		1938 *	Returned 8-23-43
H	0135	McPherson	+		0717		1716 *	QDM 165Y (Aug 24, 1943)
C	0300	THOMAS	+		0717+		1974 *	Aug 27
B	0161	YUENGER	+		0718		1745 *	
A	3194	HAYDEN	+		0719			* MISSING
T	0288	STORIE	✓		0718		0850	Runaway Prop
P	0176	SUNDBERG	+		0720			* MISSING
Z	0353	SNOW	+		0720+			*
M	0244	THOMPSON	+		0721		1740 *	
F	0276	ROTHSCHILD	✓		0721+		0922	NO. 1 ENGINE OIL Pressure
D	3400							
J	5918	O'NEAL			-			DID NOT TAKE OFF (TOOK OFF IN 0178)
C	0283	MASON	+		0722			* MISSING
Q	0274	BAKER	+		0723			* MISSING
U	0272	BROMAN	+		0723+		1703 *	
U	0235	LINDLEY	+		0724		1749 *	QDM 1655
X	0233	KRING	+		0725		1917 *	Returned 8-23-43

FORM 3

STATION

DATE Aug 17

REMARKS
*needs one engine changed.
 ATC Telema.
 ATC crew landed.*

LET SHIP	PILOT	TARGET	WILE OFF EST. ACT.	LANDING EST. ACT.	REMARKS
412	O 0173 Adams	+	0755		* Returned via ATC Prestwick. <i>ATC crew landed.</i>
"	N 0155 EASTLING	+	0756		* Returned via ATC Prestwick. <i>ATC crew landed.</i>
"	R 0377 Eberts	✓	0757	1015	Wine Bunt not in upper turret.
"	W 3273 KOMUSKA	✓	0757	0739	ENGINE TROUBLE
336	A 3153 CABEEN	✓	0732	1017	ABORTIVE
335	T 3266 RANSOM	✓	0731	0944	ENGINE TROUBLE #V Eng overheat
334	M 0045 KOMYKA	✓	0905	1014	* landed not catch formation
335	S 0178 O'NEAL	+	0831	1735	*

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

DATE 17-AUG, 1943

* Camera

LEAD
 * COZZENS 02173

MORRISON 334 F * NOYES 01422 334 E

0135 334 H THOMAS 03100 334 C

* HAYDEN 3144 334 A

LOW
 LINLEY 0235 412 U * KRING 0233 412 X

ADAMS 0172 412 O * EASTWICK 0185 412 N

* KUMBER 0045 3272 412 W

334-M

SNOW 0353 315 Z THOMSON 0244 332-M

* SUNDBERG 0176 335-P

* O'NEAL 0978 336-A * MASON 02183 336-C

3400 336-B 0178 335-S

* BROMAN 0272 335-U

* ROTHSCHEID 0257 0276 336-F

* BAKER 0274 335-G

EXTRA
 CABEN 3153 336+A

RANSOM 3266 335-T

EXTRA SHIPS
 334th 0045 B SITE
 335th 0171 B SITE
 336th 0276 B SITE 3400
 412th ~~0276 B SITE~~

AWAKE 0130
 EAT 0200
 BRIEFING 0300
 READING 0400
 STATIONS 0520 0650
 TAXI 0535 0705
 TAKE-OFF 0545 0715
 RENDEZVOUS 0605

2000
 Southward > 0725
 18,000'

Spl #5 - 0745
 #6 - 0758

Sortie No. 26)
Mission No. 24)

17 August 1943

TARGET: Messerschmidt A. G. plant at Regensburg, Germany.

1. 22 A/C took off beginning at 0715 on the seventeenth of August to attack the Me 109 assembly plant at Regensburg, Germany. While 17 A/C were over enemy coast, 15 A/C attacked the target, 5 ships returned early, 2 were shot down before the target and one after the target. Flak on this mission was meager. E/A tactics were aggressive to the point of being characterized as vicious. Crews report bombing of this target Excellent. Briefed course was followed. E/A claims 25-7-8.

VIII BC Narrative: Primary effort directed at the Messerschmidt A.G. plant at Regensburg, Germany. 146 B-17's were dispatched. 127 A/C attacked, target, with the loss of 24 A/C, 19 A/C aborting. Results reported Excellent.

230 A/C dispatched to Schweinfurt, 188 attacked, 42 aborted and 36 are missing. E/A claims 148-18-63.

	<u>LINDLEY</u>		<u>COZENS</u>		<u>STORIE</u>
<u>ADAMS</u>	<u>KRING</u>	<u>MCPHERSON</u>	<u>NOYES</u>	<u>SNOW</u>	<u>SUNDBERG</u>
	<u>EASTLING</u>		<u>THOMAS</u>		<u>THOMPSON</u>
<u>KOMURKA</u>	<u>EHERTS</u>	<u>HAYDEN</u>	<u>YUENGER</u>	<u>O'NEAL</u>	<u>ROTHSCHILD</u>
				<u>MASON</u>	
		<u>CABEEN</u>		<u>BROMAN</u>	<u>BAKER</u>
		<u>RANSOM</u>			

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

17 August 1943

SUBJECT: Mission Expenditure Report for 17 August 1943

TO : Commanding General, Fourth Bombardment Wing

1. Following is the expenditure report for 17 August 1943

- | | |
|---|-----------------------------------|
| a. Station | AAF 119 |
| b. Unit | 96th Bombardment wing |
| c. Type of Ammunition | Cal. AP., I&T |
| d. Gun location and No. of guns | |
| | 22 Lower Turret Guns. 9100 |
| | 22 Upper Turret Guns 7350 |
| | 11 Left Waist Guns 6650 |
| | 11 Right Waist Guns 5425 |
| | 11 Radio Guns 4375 |
| | 11 Left Nose Guns 5075 |
| | 11 Right Nose Guns 2975 |
| | 11 Center Nose Guns 5425 |
| | 22 Tail Guns 9450 |
| e. Total number of guns | 132 |
| f. Total number of rounds fired | 55,825 |
| g. Four ships reported missing and two ships did not return to this base. These six ships were each loaded with 7500 rounds of AP., I&T ammunition and 16 British Incendiary bombs. | |
| h. Total number of rounds expended | 100,325 |
| i. Total bombs expended | 272-250 lb. British Incendiaries. |

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
24 August 1943

SUBJECT: Navigation Report on Operations of 17 August 1943.

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

1. The Ninety Fifth Bombardment Group (H) was the lead group of the Four Hundred Second Combat Wing, which followed in close support to the Four Hundred First and Four Hundred Third Combat Wings.

2. The navigation by the leader was excellent; our courses were followed as briefed, in spite of fierce resistance.

3. The enclosed flight plan is that of the planes which landed at Telergua. Others of the Ninety Fifth Bombardment Group (H) landed at other advance bases.

4. Four "Gee" boxes were in operation, and all navigators reported that operation ceased at the enemy coast, because of intense jamming and fading.

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

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

APO 634,
28 August, 1943.

SUBJECT: S-3 Narrative of Mission 17 August, 1943.

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

1. The Ninety Fifth Bombardment Group (H) was alerted at 1820, 16 August, 1943 for an operational mission with a bomb loading of 16 x 250 pound incendiaries, 1/10 second nose and 1/100 second tail fuse.

2. Field Order number 40 was received at 0006, 17th August, 1943. Twenty-one aircraft were called for. Twenty-three crews were set up, two to turn back at the point of leaving the English Coast. The 95th Group was set up to lead the 402nd Combat Wing in close support to the 401st Combat Wing. There were six abortive airplanes, fourteen aircraft bombed the target. Four are missing and two crashed landed in Africa.

3. Several of our aircraft were damaged by flak and enemy aircraft.

CHARLES M. FORNEY,
1st Lt., Air Corps,
Asst Operations Officer.

WEATHER STATION
AAF STATION 119
APO 634

WSM/ff

28 August, 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 17 August, 1943.
Regensburg, Germany to Advanced Bases.

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

1. Base at Take-Off: Time was 0715 GCT. 9-10/10 stratocumulus at 1000 feet. Visibility 2-4 miles.

2. Route to Target: Stratocumulus overcast breaking and clearing at the English Coast. Clear from English Coast to target. Visibility unlimited.

3. Target Area: Time was 1154 GCT. Clear with unlimited visibility.

4. Target to Advanced Bases: Clear with scattered cumulus in vicinity of mountains, then clear to African Coast when 4-6/10 heavy swelling cumulus with scattered thunderstorms were encountered. Visibility unlimited becoming 10-20 miles over Mediterranean and 10 miles over Africa.

5. Advanced Bases: Time was 1755 GCT. 4-6/10 heavy swelling cumulus and cumulonimbus with scattered thunderstorms. Visibility 10 miles.

6. Remarks: Forecast and weather very good.

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