



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

DECLASSIFIED  
Authority: NND750005  
By: WDP  
NARA Date: 8/14/01  
19 August 1943

SUBJECT: Bombing Report for the Mission of 19 August 1943,

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

1. Seven Aircraft of the Ninety Fifth Bombardment Group (H) formed the High Squadron in a composite Group; the Hundreth Bombardment Group (H) being designated as leader.

2. No bombs were dropped on the target due to a heavy undercast.

3. There were no abortive airplanes.

4. Battle damage is as follows:

a. 42-3183 - Small flick hole in left inboard

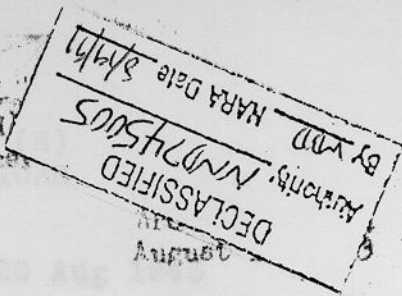
b. 42-30181 - 30 caliber hole in dorsal

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

CLARENCE B. FIELDS,  
Major, Air Corps,  
Base Supt. Officer.

**CONFIDENTIAL****(EQUALS BRITISH SECRET)**

HEADQUARTERS

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

SUBJECT: Operational Communications

TO : Commanding Officer, 75th Bombardment Group, Station 119

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

2. Mechanical and electrical failures were as follows:

(a) 336L, interphone system out, being repaired;

(b) 412R, interphone system out, being repaired;

3. The following aircraft used navigational aids successfully:

(a) 336A used splashers Nos. 6 and 7;

(b) 412R used splashers Nos. 6 and 7;

4. Radio operators logs were very satisfactory. General radio reception was satisfactory.

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

**CONFIDENTIAL****(EQUALS BRITISH SECRET)**



Filo - folder # 27

Combat Duplication check form

(100 TH GR.)

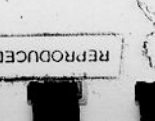
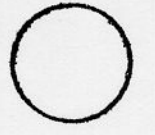
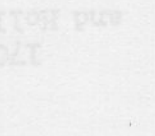
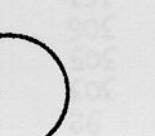
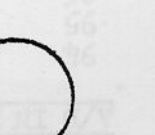
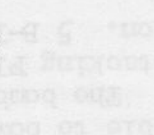
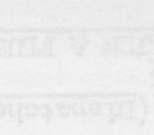
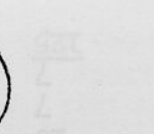
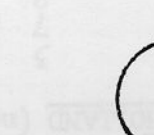
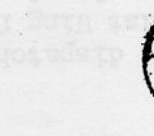
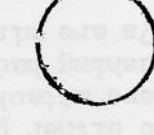
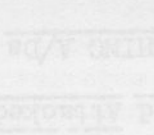
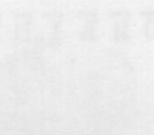
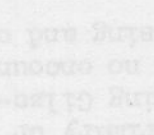
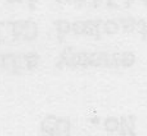
95th Bomb Group (H)

Date 19 AUG 1943

(390 TH GR.)

(HIGH)

MC 1093  
(4) 1908



0226

3273

0377

3153

0181

3263

3400

MC 1093  
(1910-1918)

MC 1093 & MC 1095  
(1912-1915)

MC 1093 & MC 1095  
(1910-1918)

N.B. E/A STAYED OUT 400-TO 1000 YDS.  
OUR FORMATION FIRED ON E/A AND  
E/A FIRED ON FORMATION FROM WAY  
OUT. E/A TURNED AWAY OUTSIDE 400  
YD. RANGE. NO CLAIMS BY OUR GROUP

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

DECLASSIFIED  
 AUTHORITY: NND 755005  
 BY WMD NARA Date 8/17/11

APO  
 19 August 1943.

SUBJECT: Base Engineering Report on Combat Mission of August 19, 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 19, 1943.

- a. Seven (7) B-17F airplanes took-off.
  - b. All aircraft returned to base after completing mission.
2. There were no abortive airplanes.
3. Battle damage is as follows:
- a. 42-3153 - Small flak hole in left inboard wing panel.
  - b. 42-30181- 30 caliber hole in dorsal fin.

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

EDWARD F. DUNSON  
 1st Lt., Air Corps,  
 Armament Officer.

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

20 August 1943

SUBJECT: A A Report.

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

1. At Ostend and at Nieuwe Sluis there was A A fire, moderate in intensity and accurate as to height and course, especially from Ostend. Fire control seemed to be (seen) Continuous Following. Fire was also encountered at Neuzen, but it was meager and inaccurate according to reports. In the Tailburg - Gilze - Rejin area (Unseen) Continuous Following fire was quite accurate and moderate in intensity. Four guns fired at the formation over the Island of Schouwen. The altitude was accurate but the deflection off.

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

CONFIDENTIAL



FORM 3

DATE 19 August

STATION HORHAM

	SHIP	PILOT	TARGET	TIME OF LANDING		REMARKS
				EST. ACT.	EST. ACT.	
336	L 0226	STORIE		1637		
412	R 0327	FHERTS		1636+		
412	W 3273	KOMURKA		1637		
336	A 3153	ROTSCHILD		1637+		
335	V 3263	CROCKETT		1638		
335	X 0181	KNOWLTON		1637+		
336	D 3400	CABEEN		1639		
336	H 0167					
334	M 0045					
334	K 9943					

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

100th  
LEAD

390th  
LOW

STORIE  
HIGH

0226

\* KOMURKA  
3278

PHERTS

Off# & 0377

\* ROTHSCHILD  
3183

KNOWLTON  
0181

CROCKETT \*  
3283

CABEEN  
3400

BRIEFING 1300  
 READINESS 1500  
 STATIONS 1610  
 TAXI 1625  
 TAKE-OFF 1635  
 RENDEZVOUS 1645 (2,000')  
 T.ABBOTTS 1650 "  
 Sp# #6 1746 19000'  
 Sp1 #7 1802 "  
 FLEIXSTOWE 1810

\*Camera

EXTRA SHIPS  
 334th 0055 - 9943  
 335th \_\_\_\_\_  
 336th 0167  
 412th \_\_\_\_\_



AC of S, A-2

4TH BOMBARDMENT WING

XXXX

COBOMGR 95

XXXX

- S-1  
APPROXIMATELY 10 TO 12 E/A WERE ENCOUNTERED IN ATTACKS LASTING 12 TO 15 MINUTES WHICH COMMENCED IMMEDIATELY AFTER SPLENDID P-47 ESCORT LEFT FORMATION AT 1908 HOURS IN VICINITY OF ROSENDAAL, HOLLAND. E/A WERE FW.190'S AND ME. 109'S. A FEW OF WHICH MADE A NOSE ATTACK IN TRAIL, THE BALANCE OF ATTACKS BEING MADE FROM BELOW THROUGH THE CLOUDS ON THE TAIL IN TWO'S AND THREES. E/A DID NOT COME IN TO WITHIN 400 YARDS OF OUR A/C BEFORE TURNING OFF AND ATTACKS WERE NOT PRESSED HOME.
- S-2. MODERATE FLAK WAS ENCOUNTERED AT THE FOLLOWING PLACES: OSTEND-NIEUWE SLUIS-NEUZEN-TILBURG-FILZE RIJEN AND ISLAND OF SCHOUWEN. FIRE CONTROL WAS CONTINUOUS FOLLOWING (SEEN) EXCEPT AT TILBURG-GILZE RIJEN AREA WHERE IT WAS UNSEEN CONTINUOUS FOLLOWING.
- S-3. B-17 MARKED G.U. WITH NO. 4 ENGINE FEATHERED AT 10,600' GOING WEST LOSING ALTITUDE. OBSERVERS BELIEVE HE MAY HAVE BEEN ABLE TO RETURN. B-17 GOING DOWN WITH SMOKING ENGINE IN ROSENDAAL, HOLLAND, AREA APPARENTLY UNDER CONTROL WITH 1 OR 2 E/A FOLLOWING FIRING AT B-17 WHICH DISAPPEARED UNDER OVERCAST.
- S-4 NONE.
- S-5 UNAVAILABLE.
- S-6. 4 GUN A.A. BATTERY OBSERVED ON COAST BETWEEN OSTEND AND AIRDROME S.W. OF OSTEND, AND 4 GUN A.A. BATTERY ALSO OBSERVED APPROXIMATELY

2 MI. S. OF OSTEND. 4 GUN A.A. BATTERY OBSERVED ON S.W. COAST OF SCHOUWEN ISLAND AT APPROXIMATELY 51°42'N - 03°50'E.

S-7. NIL.

S-8. NONE.

S-9. SEVEN A/C TOOK OFF FROM THIS BASE AT 30 SECOND INTERVALS AT 1635 TO ATTACK THE AIRDROME AT WOENSDRECHT. WITH A SECONDARY TARGET AT GILZE RIJEN. THE BRIEFED COURSE WAS NOT FOLLOWED. THE FORMATION CROSSED ENEMY TERRITORY NORTH OF OSTEND THENCE TO NEUZEN-HOOGSTRAETEN-TILBUR-GILZE RIJEN-BREDA TO OVER ISLAND OF SCHOUWEN AND BACK OVER THE CHANNEL. NEITHER OF THE TWO TARGETS WERE ATTACKED BECAUSE OF A TEN-TENTHS OVERCAST. ALL A/C FROM THIS BASE RETURNED WITH THEIR BOMBS. THE FIGHTERS SUPPORT WAS FIRST OBSERVED AT 1820 OVER THE ENGLISH COAST AND WAS LAST SEEN AT 1855. THE P-47'S MAINTAINED A BEAUTIFUL COVER. NOT MORE THAN 12 E/A WERE SEEN AND THESE MADE A FEW HALF HEARTED ATTACKS. NO E/A WERE DESTROYED NOR DAMAGED. THE BATTLE DAMAGE TO OUR A/C CONSISTED OF BUT ONE HOLE CAUSED BY A .303 AND ANOTHER SMALL HOLE CAUSED BY FLAK. NO A/C FROM THIS BASE RETURNED EARLY. THE LAST A/C LANDED HERE AT 2014.



**HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Air Executive**

APO 634,  
20 August, 1943.

**SUBJECT: Log of Operational Mission 19 August, 1943.**

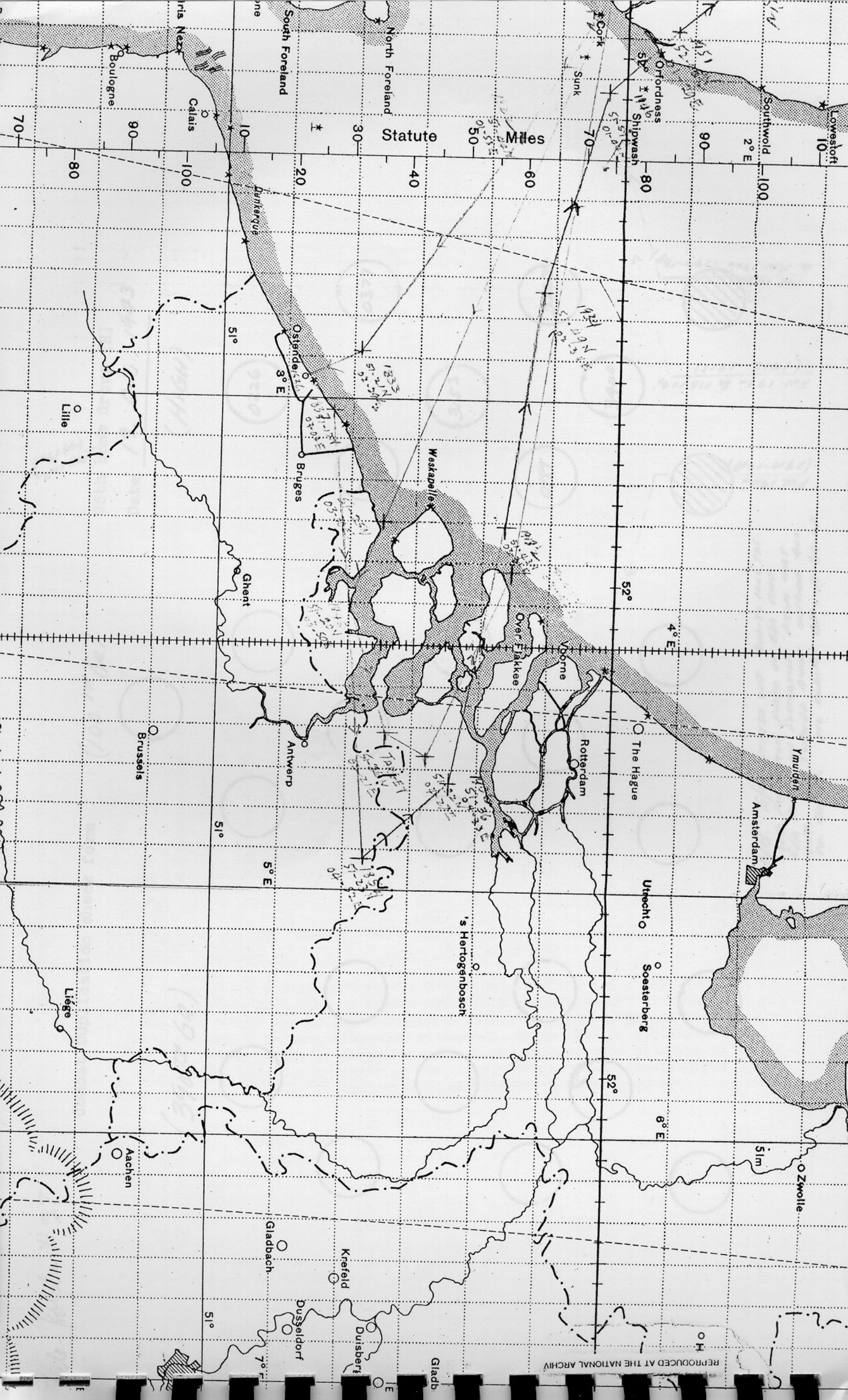
**TO : Commanding Officer, 95th Bombardment Group (H).**

**1. Log of Operational Mission 19 August, 1943 :**

1625 - Taxi  
 1635 - Take-off  
 1645 - Rendezvous  
 1650 - Thorpe Abbott other Squadrons (100th and 390th) above  
 2000'  
 1655 - Group Formation  
 1714 - 3 Squadrons P-47 passed below us at 9000'  
 1740 - 19,000'  
 1745 - 403 Combat Wing sighted at 17,000'  
 1813 - Felixstowe  
 1820 - 1st Air Division  
 1822 - P-47's behind us and all over  
 1840 - Complete overcast and hazy  
 1908 - 20 Fighter attacks  
 1912 - B-17 into clouds with two fighters on him  
 1915 - B-17 "G" "J" #4 Engine feathered

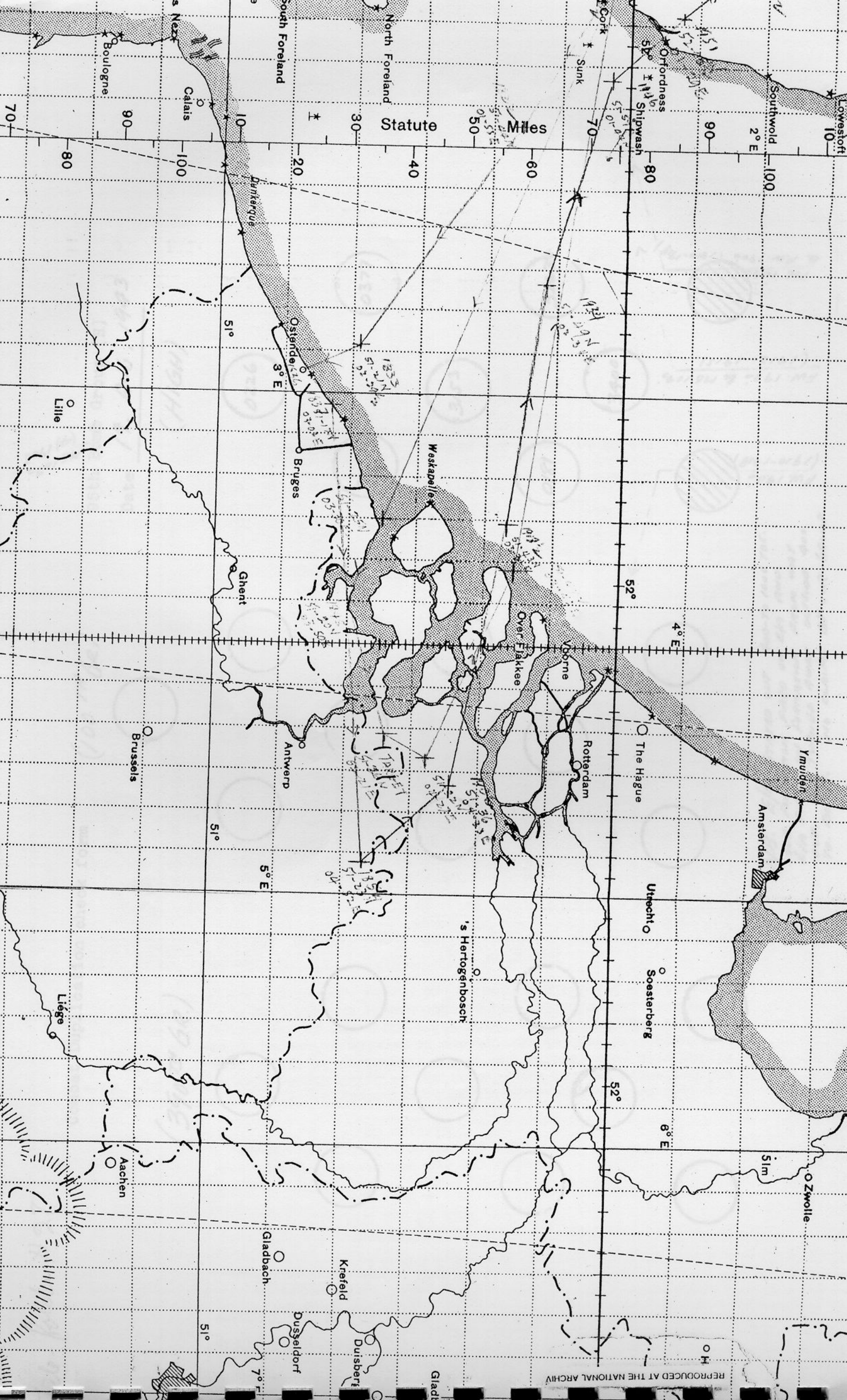
**JOHN H. GIBSON,  
Lt Col., Air Corps,  
Air Executive.**





Statute Miles

REPRODUCED AT THE NATIONAL ARCHIV



Map labels and coordinates:

- Latitude: 50° E, 51° E, 52° E, 53° E, 54° E, 55° E
- Longitude: 0° E, 1° E, 2° E, 3° E, 4° E, 5° E, 6° E, 7° E, 8° E, 9° E, 10° E
- Locations: London, Lowestoft, Southwold, Orfordness, Shipwash, Sunk, Cork, North Foreland, South Foreland, Boulogne, Calais, Dunkerque, Ostende, Bruges, Westkapelle, Overflakkee, Vorne, Rotterdam, The Hague, Ymuiden, Amsterdam, Soesterberg, Utrecht, s. Hertogenbosch, Antwerp, Ghent, Lille, Brussels, Liège, Aachen, Gladbach, Krefeld, Dusseldorf, Duisberg, Gladb.

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

DECLASSIFIED  
 AUTHORITY: NND75005  
 BY: WDD  
 NARA Date: 8/14/01

19 August 1943

SUBJECT: Mission Expenditure Report for 19 August 1943

TO : Commanding General, Fourth Bombardment Wing

1. Following is the expenditure report for 19 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

14	Lower Turret Guns	1410
14	Upper Turret Guns	320
7	Left Waist Guns	380
7	Right Waist Guns	395
7	Radio Guns	160
7	Left Nose Guns	185
7	Right Nose Guns	181
7	Center Nose Guns	140
14	Tail Guns	2655

- e. Total number of guns 34
- f. Total number of rounds fired 5,326

For the Commanding Officer:

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

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

APO 634  
 19 August 1943

SUBJECT: Navigation Report for the Mission of 19 August 1943.

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

1. The Ninety Fifth Bombardment Group (H) had seven planes airborne, who formed the high squadron of the second group. This group was led by the One Hundreth Bombardment Group (H).

2. The following are the "Gee" fixes and pilotage fixes obtained by the lead Navigator, Lieutenant F.A. Ruh.

1750	-	-	-	-	52° 16'N	01° 02'E
1754	-	-	-	-	52° 10'N	00° 58'E
1758	-	-	-	-	52° 03'N	00° 48'E
1804	-	-	-	-	51° 58'N	00° 40'E
1806	-	-	-	-	51° 53'N	00° 41'E
1812	-	-	-	-	51° 58'N	01° 06'E
1822	-	-	-	-	51° 44'n	01° 56'E
1826	-	-	-	-	51° 36'N	02° 11'E
1829	-	-	-	-	51° 28 <sup>1</sup> / <sub>2</sub> 'N	02° 25'E
1833	-	-	-	-	51° 21'N	02° 39 <sup>1</sup> / <sub>2</sub> E
1837	-	-	-	-	51° 17'N	03° 02'E
1848 <sup>1</sup> / <sub>2</sub>	-	-	-	-	51° 21'N	04° 04'E
1856	-	-	-	-	51° 23'N	04° 52'E
1906 <sup>1</sup> / <sub>2</sub>	-	-	-	-	51° 36'N	04° 35'E
1918 <sup>1</sup> / <sub>2</sub>	-	-	-	-	51° 43'N	03° 31'E
1923 <sup>1</sup> / <sub>2</sub>	-	-	-	-	51° 45'N	03° 15'E
1928 <sup>1</sup> / <sub>2</sub>	-	-	-	-	51° 46'N	03° 06'E
1934	-	-	-	-	51° 49'N	02° 34'E
1940	-	-	-	-	51° 53'N	02° 09'E
1946	-	-	-	-	51° 57'N	01° 44'E
1951	-	-	-	-	52° 08 <sup>1</sup> / <sub>2</sub> 'N	01° 29'E

3. No Instrument failures were reported.

4. Log Book procedure by all Navigators were very good.

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



By WDD HARA Date 8/19/81  
 Authority: WDD/ST/5005  
 DECLASSIFIED

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 - 19 August, 1943  
 Mission No. 85

170 B-17s were dispatched to attack enemy airfields in occupied Belgium and Holland. Two 1st Wing formations attacked Gilze-Rijen and Flushing airfields with poor results due to low visibility in target area. 4th Wing a/c were unable to bomb either primary or secondary targets because of adverse weather. The bombers attacking Gilze-Rijen met fairly strong e/a opposition; those attacking Flushing had no encounters; and 4th Wing a/c had light fighter opposition. 5 B-17s are missing and claims against e/a are 30-2-4.

Unit	(Dispatched	Number of A/C			Lost	Claims	Personnel Casualties		
		Attacked	Failed To Bomb+	Missing			Killed	Wounded	
		A.	B.						
<u>1ST WING</u>									
<u>GILZE-RIJEN &amp; FLUSHING A/Ds</u>									
91	8	8	0	0	0	2-0-0	0	0	0
92	19	17	2	0	0	0-0-0	0	1	0
303	20	10	0	10	2	21-1-2	0	6	21
305	19	18	0	1	1	0-0-0	0	2	10
306	20	20	0	0	0	0-0-0	0	0	0
351	9	7	2	0	0	5-0-0	0	0	0
379	16	8	0	8	0	0-0-0	0	0	0
381	7	5	2	0	1	1-0-0	0	0	10
384	7	0	0	7	0	0-0-0	0	0	0
	<u>125</u>	<u>93</u>	<u>6</u>	<u>26</u>	<u>4</u>	<u>29-1-2</u>	<u>0</u>	<u>9</u>	<u>41</u>
<u>4TH WING</u>									
<u>A/D IN HOLLAND (not attacked)</u>									
94	3	0	0	3	0	0-0-0	0	0	0
95	7	0	0	7	0	0-0-0	0	0	0
96	8	0	0	8	0	0-0-0	0	0	0
100	7	0	0	7	0	0-0-0	0	0	0
385	6	0	0	6	0	0-1-0	0	0	0
388	7	0	0	7	1	0-0-0	0	0	10
390	7	0	0	7	0	1-0-2	0	0	0
	<u>45</u>	<u>0</u>	<u>0</u>	<u>45</u>	<u>1</u>	<u>1-1-2</u>	<u>0</u>	<u>0</u>	<u>10</u>
TOTALS	170	93	6	71	5	30-2-4	0	9	51

+ Failed to bomb - A - Mechanical and Equipment Failures.  
 B - Personnel and Enemy Action.

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

DECLASSIFIED  
 AUTHORITY: NND75005  
 By WDD HARA Date 8/19/77

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

TARGETS: 1st Wing - Gilze-Rijen and Flushing Airfields.

4th Wing - Airfield in Holland (not attacked because of adverse weather).

BOMBING RESULTS: 1st Wing - Gilze-Rijen Airfield - 38 B-17s dropped 519 x 100 G.P. inst. nose and 1/45 sec. tail, and 2224 x 20 fragmentation bombs at 1802 - 1814 hours from 19,000 - 21,750 feet with poor results. Strike photos show most of the bursts were east, north and south of the airfield, with the nearest bombs to the dispersal areas being 300 yards away. There were at least seven direct hits on the railroad running north of the airfield and at least five direct hits on the main road north of the airfield.

Flushing Airfield - 55 B-17s dropped 880 x 300 G.P. 1/10 sec. nose and 1/100 sec. tail at 1756 hours from 19,500 - 21,000 feet with poor results. Strike photos show approximately thirty bursts in and near the northeast dispersal area, with approximately seven bursts on a bomb storage area. There were approximately eleven direct hits on the Vlissengen/Middleburg Railroad, with at least 122 bursts straddling the Walcheren Canal. Other bursts were in fields northwest and northeast of the target area.

4th Wing - Nil.

REASONS FOR FAILURE TO BOMB: 1st Wing - 32 a/c failed to bomb - 6 for mechanical reasons, 15 because formation could not be located, 9 because of inability to get back over target on second bombing run and 2 because of loss to enemy action.

4th Wing - 43 a/c failed to bomb because of adverse weather, 1 because of explosion soon after take-off and 1 because of loss to c/a.

ENCOUNTERS: 1st Wing - The B-17s attacking Gilze-Rijen encountered approximately 50 e/a, most of which were FW-190s and Me-109s, with 1 Me-110 and 3 JU-88s. Attacks started in the vicinity of the I.P. at 1755 hours and continued until bombers were in the vicinity of the Dutch coast on return. Some e/a closed in to 100 yards, coming in singly and in pairs in line. Frontal attacks from 10-1 o'clock were both low and level, with most e/a following attacks by executing a half roll and breaking away from under the formation. Many attacks were from out of the sun, high and from 12 o'clock. Some attacks were reported made by 2 - 5 e/a abreast. The B-17s attacking Flushing experienced no attacks.

4th Wing - E/a attacks were few but persistent, with not more than 10 being encountered at any one time. The attacks, made mostly by FW-190s with a few Me-109s, started at 51° 35' N - 04° 30' E and lasted 12 - 15 minutes, with clouds being used to advantage.

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



DECLASSIFIED  
 AUTHORITY: NND75005  
 BY: WDD  
 DATE: 8/14/97

CONFIDENTIAL

CASUALTIES: 1st Wing - Personnel - 9 crew members slightly wounded and 41 are missing.

Equipment - 4 B-17s were lost - 1 to flak and 3 to e/a.

Estimated Battle Damage - 18 category "A" and 1 category "AC".

4th Wing - Personnel - 10 crew members are missing.

Equipment - 1 B-17 was lost to e/a.

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

ANTI-AIRCRAFT FIRE: 1st Wing - Meagre accurate AA fire was encountered at Walcheren Island, Woensdrecht, Ostend and Gilze-Rijen. Moderate and accurate AA fire was reported at Bergen op Zoom and Hoogstrachten, while that at Hellevoetsluis was meagre and inaccurate. At Flushing, AA fire was meagre but accurate for height and deflection.

4th Wing - Meagre inaccurate AA fire was encountered at Ostend, Blankenberghe, Nicuive Sluis, Flushing, Neuzen, Gilze-Rijen, Schouwen Island, Overflakkeo Island and Domburg.

ROUTE: 1st Wing - Gilze-Rijen Airfield - Orfordness, to 51°35'N - 03°50'E, to Brecht, to target, to 51°43'N - 04°54'E, to 51°50'N - 04°10'E to Orfordness.

Flushing - Clacton, to 51°17'N - 03°01'E, to Neuzen, to target, to 51°36'N - 03°04'E, to 51°48'N - 01°41'E, to 4 miles North of Clacton.

4th Wing - Felixstowe to 51°25'N - 03°30'E, to 51°20'N - 03°50'E, to cloud covered primary and secondary targets, to 51°44'N - 03°42'E, to Felixstowe.

WEATHER: 1st Wing - Route Out - There was 4/10 to 6/10 low cloud at 4,000 feet which decreased to 1/10 to 2/10 over the North Sea and nil over the Continent, but could be seen to increase well inland. High cloud decreased to nil to 2/10. Targets: Over Flushing there was 2/10 high cloud above 25,000 feet and visibility about 10 miles in haze. No cloud over Gilze-Rijen and visibility was 4 - 8 miles in haze with the haze top 10,000 - 12,000 feet. Return Route: The return was similar to the route out except that the low cloud had decreased and the upper cloud (high cloud) had increased over England.

4th Wing - Route Out - 3/10 to 5/10 cumulus and stratocumulus becoming 5/10 to 7/10 at the Continental Coast with the top of the cloud below 10,000 feet. Visibility was 5 to 10 miles. Target: The primary and secondary targets had 9/10 to 10/10 stratocumulus below 10,000 feet. Both targets were obscured, but the cloud appeared to be only a narrow strip which broke just beyond the targets. Visibility was 6 to 10 miles. Return Route: Similar to Route Out.

CONFIDENTIAL

- 3 -

Combat Claims of Crew:

Destroyed No Probably Destroyed No Damaged No

## 5. FIGHTER SUPPORT:

1819-1875 - 5 minutes past English coast for  
 (what, when, where, your altitude, their altitude, duration, dogfight)

about 19,000' - 19,000' - 19,000'

Saw one dog fight



C O N F I D

By WAD NARA Date 8/24/71

Authority: NND75005

DECLASSIFIED

FIGHTER SUPPORT AND DIVERSIONS: 10 squadrons of Spitfires acted as escort to the B-17s which attacked Flushing. 6 squadrons of P-47s escorted the B-17s in the attack on Gilze-Rijen Airfield. Another 6 squadrons of P-47s escorted B-17s which failed to bomb assigned airfields in Holland because of unfavorable weather conditions. VIII Air Support Command dispatched B-26s escorted by Spitfires to attack airfields in occupied France. In all these operations escorting fighters destroyed 4 FW-190s and 14 Me-109s for the loss of 1 Spitfire (pilot safe) and 1 P-47.

OBSERVATIONS: 6 large factory-type buildings were observed near marshalling yards at 51°04'N - 03°06'E. An enemy airfield with no e/a on it was observed near Brecht.

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

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

APO 634

DECLASSIFIED  
AUTHORITY: NND745005  
BY: WDD  
NARA DATE: 8/19/81

19 August 1943.

SUBJECT: Explanation of Photographic Mission of 19 August 1943.

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

1. Both the primary and secondary targets were completely overcast, resulting in no photographs being taken. Three aerial cameras were installed in all.

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



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

20 Aug 1943

SUBJECT: S-2 Narrative Report.

TO : Commanding Officer, Ninety Fifth Bombardment Group (H),  
APO 634.

1. Seven A/C took off from this base at 30 second intervals at 1635 to attack the airdrome at Woensdrecht with a secondary target at Gilze-Rijen. The briefed course was not followed. The formation crossed enemy territory North of Ostend thence to Neuzen Hoogstraeten-Tilbur-Grize Rijen-Breda to over Island Of Schouwen and back over Channel. Neither of the two targets was attacked because of a ten tenths overcast. All A/C from this group returned with their bombs. The fighter support was first observed at 1820 over the English coast and was last seen at 1855. The P47s maintained a beautiful cover. Not more than 12 E/A were seen and these made a few half hearted attacks. Moderate flak was encountered at the following places: Ostend, Nieuwe Sluis, Neuzen, Tilburg, Gilze Rijen, and Island of Schouwen. Fire control was continuous following. No E/A were destroyed nor damaged. The battle damage to our A/C consisted of but one hole caused by a 303 and another small hole caused by flak. No A/C from this group returned early. The last A/C landed here at 2014.

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

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

APO 634  
20 August, 1943

**SUBJECT: S-3 Narrative Report on Operational Mission of 19 August, 1943.**

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

1. The Ninety Fifth Bombardment Group (H) was alerted at 0750, 19 August, 1943 for an operational mission, with a bomb loading of 24 X 100lb GP instantaneous nose fuse and 1/40 second tail fuse.

2. Field Order No. 42 was received at 1220 19 August, 1943. Seven aircraft of the 95th Bomb Group were set up to form the high squadron of the 402nd Combat Wing. The 100th Bomb Group was set up as the lead squadron and the 390th Bomb Group was to form the low squadron. All seven of our aircraft took off but failed to bomb their objectives, due to a total undercast at the target area.

3. There was quite a bit of flak encountered causing slight damage to one of our aircraft. Fighter opposition was slight.

**JOHN R. MILLER  
Captain, A.C.,  
Operations Officer.**



WEATHER STATION  
 AAF STATION 119  
 APO 634

WSM/jw

19 August 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 19 August 1943.

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

1. Take-Off: Time 1635 hours. 2-3/10 cumulus at 2500 ft. and 2-3/10 cirrus above 30,000 ft. Visibility was over 10 miles.

2. Route Out: Same as base to English Coast. Becoming 1/10 cumulus and no high clouds at mid-channel. Thick stratocumulus overcast ( 9-10/10 ) below 10,000 feet from continental coast to 25-35 miles inland, then breaking and thinning rapidly. No high clouds over continent. Visibility was 5-10 miles due to haze.

3. Target: Time was 1850 hours. 9-10/10 stratocumulus below 10,000 feet. No high clouds. Stratocumulus appeared to break and thin considerably about 25-35 miles from continental coast just beyond target area.

4. Return Route: Same as route out except 6-8/10 cirrus and cirrostratus above 30,000 feet from English Coast to bases and no low clouds. Visibility was 5-10 miles due to haze.

5. Bases on Return: Time was 1955 hours. 7-8/10 cirrus and cirrostratus above 25,000 feet. Visibility was 10 miles plus.

6. Remarks: Bombing was impossible due to cloudiness; winds blew them considerably off course and over anti-aircraft emplacements, therefore weather and weather forecast was considered very poor.

1943	81° 45' E	05° 51' E
1944	81° 45' E	05° 15' E
1945	81° 45' E	05° 00' E
1946	81° 45' E	02° 34' E
1947	81° 53' E	02° 09' E
1948	81° 37' E	01° 44' E
1951	82° 00' E	01° 29' E

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

- 1. No instrument failures were reported.
- 2. Log Book procedure by all Navigators were very good.

ELIAS S. SCRIPTURE  
 1st Lt., Air Corps  
 Group Navigation Officer.