

DECLASSIFIED

Authority NND745005

By KJ NARA Date 02/17/09

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

APO 634,
8 October, 1943.

SUBJECT: S-3 Narrative Report on Operational Mission 8 October, 1943.

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

1. The 95th Bombardment Group was alerted at 0345 8 October, 1943. for an operational mission with a bomb loading of 38 M47-A1 Incendaires.

2. Twenty-Three aircraft took off on schedule and left this base at 1155 to form the high squadron of the 13th Combat Bomb Wing formation. The two spare aircraft returned at the English Coast because there were no abortions however, shortly thereafter two of our aircraft aborted. Nineteen of our aircraft bombed the target and all returned to base.

3. The control time was met at Buncher #8 but the rendezvous was made at spaldin. The briefed course was followed. Our bombs were dropped on the target and fell through smoke from previous bombings and smoke pots.

4. Fighter opposition was strong and flak intense causing battle damage to several of our aircraft.

CHARLES M. FORNEY
1st Lt., Air Corps,
Ass't Operations Officer.

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

GROUP FORMATION FORM

DATE _____

95 High

LEAD

THOMPSON

02 44

FISCHER
59 18

02 44

01 67

LOW

KINDLER

02 35

BARRACLOUGH

32 73

KRING

34 65

CASPERS

02 33

MERTON

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YUENGER
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SMITH

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HIGH

ADAMS

08 17

BUCKER

01 35

CARSON

32 63

TUCKER

02 18

SNOW

01 81

COLBERT

34 97

WITT

09 43

BROMAN

02 72

FRANKE

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EXTRA SHIPS
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412

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WEHLMAN
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Eberts
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By KJ NARA Date 02/17/09

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

APO 634
8 October 1943

SUBJECT: Navigation Report on Operations of 8 October 1943.

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

1. The Ninety Fifth Bombardment Group was flying as high group in the Thirteenth Combat Wing, and met the control time at Buncher # 8, but the rendezvous was affected at Spalding.
2. The groups were north of course until the landfall on enemy territory, after which time the briefed course was followed very well.
3. Eleven "Gee" boxes were in operation throughout the mission, with results to $04^{\circ} 30' E$ on the route out, and $05^{\circ} 24'$ maximum on the trip back. Comments by the Navigators indicated that a better transmission would improve the range over the North Sea.
4. Log book procedures, in general, were very good; no instrument failures were reported.

ELLIS B. SCRIPTURE
Capt., Air Corps,
Group Navigation Officer.

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By KJ NARA Date 02/17/09

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

APO 634
8 October 1943

SUBJECT: Bombing Report on Operations of 8 October 1943.

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

1. The bombing aids used were the C1 and A.B.C. computer.
2. The group turned at the I.P. and fired red flares.
3. The bomb bays were opened immediately after the I.P.
4. The target was obscured by smoke from smoke pots and previous bombings. The bombardier however accommodated himself and estimated where his M.P.I. was and dropped his bombs.
5. Heavy accurate flak was encountered over the target area.
6. Weather conditions were perfect for precision bombing.
7. Fighter attacks were encountered on the bombing run but they used no unusual tactics.
8. Visual results were impossible to report due to the smoke.
9. No tactical changes are suggested in bombing any particular target or on all targets.

WAYNE R. FITZGERALD
1st Lt., Air Corps,
Group Bombardier.

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Authority NND745005

By KJ NARA Date 02/17/09

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

8 October 1943

SUBJECT: S-2 Report

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

1. 23 A/C, forming high Group 3CW, 3BD, took off beginning at 1145 on 8 October to bomb Bremen. 2 spare A/C #317 and #098 returned as scheduled from English Coast.

2. 2 A/C aborted (no sortie):

#734 from 53°48' - 01°25'E at 1352 account cut oxygen in B.T.

#334 from 53°52' - 03°20'E at 1422 account Supercharger out.

3. Fighter opposition was strong, flak was intense. P-47 escort effectively broke up enemy fighter attack going in to target. Evidence of escort not noted on withdrawal. Our Group carried incendiaries which were dropped in the center of a huge smoke area slightly to the right of the MPI. On a heading of 70° from 25500 feet. Bombs were away at 1526. The briefed route was essentially followed.

F. J. DONOHUE,
Major, A. C.

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

HEADQUARTERS
VIII BOMBER COMMAND
APO 634

Bomber Command Narrative of Operations
111th Operation - 8 October, 1943.

- Mission No. 1 - Bremen (Deutsche Schiff
U. Shipyards).
Mission No. 2 - Bremen (Weser Flugzeugbau
Factory).
Mission No. 3 - Vegesack.
Mission No. 4 - Bremen (city).

The heaviest force of B-17s and Liberators yet dispatched to attack European targets from Britain, comprising four Air Task Forces from 1st, 2nd and 3rd Bombardment Divisions, attacked targets in Bremen and Vegesack through unusually strong fighter opposition and intense flak. Principal targets in Bremen were the submarine and warship building yard of Deutsche Schiff U. Maschinebau and the Weser Airframe Factory. High explosive and incendiary bursts were observed in the target areas, but heavy smoke from bursts and the smoke screen prevented complete damage assessment from strike photographs. At Vegesack, many hits were scored on the Abbrusks Shipyard Works. P-47s of VIII Fighter Command provided good support for the Fortresses attacking Bremen. The Liberators attacking Vegesack were unescorted. Extremely strong enemy opposition was encountered and 30 bombers are missing. Claims against e/a are 167-22-85.

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	(Attacked)	(Failed)	(Lost)	(To Bomb*)		(Killed)	(Wounded)	(Missing)
<u>MISSION NO. 1</u>									
<u>BREMEN (DEUTSCHE SCHIFF</u>					<u>A.</u>				
<u>U. SHIPYARDS.)</u>					<u>B.</u>				
91	16	15	0	1	1	3-1-6	0	9	10
381	21	18	3	0	7	19-1-8	2	3	70
351	19	14	4	1	0	2-0-6	0	1	0
379	21	20	0	1	1	4-0-1	0	3	10
384	21	18	2	1	0	14-0-7	0	2	0
303	20	20	0	0	0	0-0-0	0	0	0
	<u>118</u>	<u>105</u>	<u>9</u>	<u>4</u>	<u>9</u>	<u>42-2-28</u>	<u>2</u>	<u>18</u>	<u>90</u>
<u>MISSION NO. 2</u>									
<u>BREMEN (WESER FLEUGZEUGBAU</u>									
<u>FACTORY)</u>									
305	17	15	1	1	1	6-1-5	0	4	10
306	20	20	0	0	3	15-5-10	1	6	31
92	19	18	1	0	0	3-1-2	0	2	0
	<u>56</u>	<u>53</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>24-7-17</u>	<u>1</u>	<u>12</u>	<u>41</u>

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Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	Attacked	Failed		Lost		(Killed)	Wounded	Missing
			To Bomb*						
			A.	B.					
<u>2ND BOMB DIV.</u>									
<u>MISSION NO. 3</u>									
<u>VEGESACK.</u>									
389	18	13	5	0	1	10-1-2	0	1	10
93	19	17	2	0	0	4-0-3	0	3	0
392	18	13	4	1	2	3-0-2	1	1	20
	<u>55</u>	<u>43</u>	<u>11</u>	<u>1</u>	<u>3</u>	<u>17-1-7</u>	<u>1</u>	<u>6</u>	<u>30</u>
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 4</u>									
<u>BREMEN (city)</u>									
388	21	21	0	0	0	1-0-2	0	0	0
94	21	19	2	0	0	4-2-1	0	3	0
96	42	40	0	2	3	6-3-17	0	3	30
385	22	18	3	1	1	4-2-0	0	0	10
100	22	19	1	2	7	13-0-3	0	13	70
390	21	20	1	0	3	32-3-5	0	1	30
95	21	19	2	0	0	24-2-5	0	1	0
	<u>170</u>	<u>156</u>	<u>9</u>	<u>5</u>	<u>14</u>	<u>84-12-33</u>	<u>0</u>	<u>21</u>	<u>140</u>
TOTALS	399	357	31	11	30	167-22-85	4	57	301

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

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

MISSION NO. 1 - BREMEN (DEUTSCHE SCHIFF-U. SHIPYARDS).
MISSION NO. 2 - BREMEN (WESER FLEUGZEUGBAU FACTORY).
MISSION NO. 4 - BREMEN (CITY).

1st and 3rd Bombardment Divisions dispatched three Air Task Forces which dropped 683.2 tons of high explosives and incendiary bombs on targets in Bremen. Because of an effective smoke screen at the time of the attack details of damage could not be determined from strike photographs, but the many bursts seen in the target areas are believed to have caused considerable damage. Targets attacked included the Deutsche Schiff Shipyards and the Weser Airframe Factory. Intense enemy fighter opposition was encountered and claims are 150-21-78. 27 bombers are missing.

BOMBING RESULTS: 44 B-17s dropped 520x500 G.P. fused 1/10 second nose 1/100 second tail from 24,500 - 26,000 feet at 1505 - 1513 hours on the submarine and warship building yard of the Deutsche Schiff U. Maschinebau at Bremen. Strike photographs show a heavy concentration of at least 140 bursts straddling the Weser River and across the eastern end of the shipbuilding yards. There were a number of direct hits on ships and facilities in the shipbuilding yards, but because of heavy smoke from bursts and the smoke screen complete damage assessment could not be made. Direct hits were seen on a 480 ft. Sperrbrecher and on three dry docks containing

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the formations. The principal types reported were JU-88s, Me-110s, Me-210s, FW-190s and Me-109s, with one group reporting a few He-111s and DO-217s. Several crews report rapid firing rocket guns whose shells exploded with pink bursts the size of flak bursts.

Mission No. 4 - E/A opposition was encountered throughout the entire route over enemy territory with the most aggressive attacks occurring in the vicinity of Groningen and over the route into the I.P., over the target and out to the Rally Point. Between 65 to 75 e/a attacked, most of which were Me-109s and FW-190s. An increased number of JU-88s was reported and other types were Me-110s and Me-210s. Single-engined e/a were reported making more tail attacks than usual, while the twin-engined e/a stayed at a distance and fired rocket guns and cannons. A few vigorous attacks were reported in the vicinity of the Zuider Zee on the return route and continued until the formation was 15 miles off the Dutch Coast.

CASUALTIES: Personnel - 3 crew members were killed, 14 slightly wounded, 7 seriously wounded and 271 are missing.

Equipment - 27 B-17s were lost - 5 to flak, 9 to e/a, 1 to accident and 12 for reasons unknown.

Estimated Battle Damage - 155 category "A" and 7 category "AC".

ANTI-AIRCRAFT FIRE: Intense and accurate AA fire was encountered at the I.P., and in the target area barrage and continuous following types of fire reported. Fire along the route in and out was meager to moderate and for the most part inaccurate.

ROUTE: Bases to Cromer to 53°01'N - 05°25'E, to 53°34'N - 06°50'E, to Cloppenburg to target, to two miles east of Neubruch-Hausen, to 5 miles north of Rahden, to Haselunne, to 52°40'N - 06°10'E, to 2 miles west of Texel, to 5 miles south of Cromer to bases.

FIGHTER ESCORT: Six groups of VIII Fighter Command P-47s provided excellent penetration and withdrawal support. In combats the fighter escort destroyed 11 e/a for the loss of 3 P-47s.

In conjunction with these operations, RAF Bostons carried out a Diversionary sweep on the Lanveoc/Poulmic Airfield and sea plane base at Brest. Diversionary attacks by B-26s and Mitchells were abandoned because of unfavorable weather.

OBSERVATIONS: At Bremen, there was a heavy and very effective smoke screen with the eastern part of the city being unusually well covered. Smoke ejectors were also observed in operation at Oldenburg and Emden. At Meppen, a canal extending north fifteen miles was reported under construction. A large airfield was reported under construction five miles southeast of Meppel.

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2nd Bombardment Division dispatched an Air Task Force to attack the Bremen Vulcan Schiffbau at Vegesack. Available strike photographs do not indicate hits on the primary target, although damage was caused to the nearby Abbrusks Shipyard and a flak position. Enemy fighter opposition was moderate and claims are 17-1-7. 3 bombers failed to return.

BOMBING RESULTS: At Vegesack, 29 B-24s dropped 342 x 500 G.P. fused 1/10 second nose and 1/100 second tail from 22,000 - 24,000 feet at 1622 - 1624 hours, following an attack by 19 B-17s at 1505 - 1517 hours. Available strike photographs show at least 107 bursts directly northwest of the Bremen Vulkan Schiffbau on the right bank of the Weser River. On the left bank of the river, due east of the target, there were approximately 60 bursts on the Abbrusks Works (shipyard). Among bursts seen in open fields one-half mile south of the target there was an explosion in a group of buildings of undetermined use. There was at least one direct hit on an AA installation three-fourths mile south of the target.

One B-24 dropped 12 x 500 G.P. from 24,000 feet at 1625 hours on Emden with undetermined results.

13 B-24s dropped 512 x 100 I.B. from 22,000 feet at 1615 hours on unidentified German targets of opportunity with unobserved results.

REASONS FOR FAILURE TO BOMB: 12 a/c failed to bomb - 11 because of mechanical or equipment failures and 1 because of personnel failure.

ENCOUNTERS: E/A opposition was moderate and not very persistent. A total of 30 - 40 e/a were encountered, with attacks beginning just after the enemy coast was crossed and continuing over the target and out to mid-channel. Types reported were FW-190s, Me-109s, Me-110s, JU-86s, JU-88s and one JU-87. Most attacks were from 5 to 7 o'clock, both level and low. Some of the e/a fired rockets.

CASUALTIES: Personnel - 1 crew member was killed, 6 slightly wounded and 30 are missing.

Equipment - 3 B-24s - 2 to e/a and 1 for reasons unknown.

Estimated Battle Damage - 14 category "A" and 1 category "AC".

ANTI-AIRCRAFT FIRE: Intense accurate fire was encountered over the target. Barrage fire was observed at Bremen, Wilhelmshaven and Wesermunde. Other fire was reported at Heligoland, Juist and Wangerooe.

ROUTE: Bases to Cromer, to 54°10'N - 04°00'E, to 54°20'N - 05°00'E, to 54°00'N - 07°00'E, to 53°32'N - 07°35'E, 53°12'N - 08°01'E, to target, to 53°38'N - 08°51'E, to 54°30'N - 06°00'E, to Cromer, to bases.

FIGHTER ESCORT: None.

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Smoke screens were observed in operation at Vegesack and Bremen.

W E A T H E R

1st Bombardment Division: Route Out - 1/10 to 3/10 medium cloud over the North Sea with 2/10 to 4/10 cirrus over entire route. Target: (Bremen) - Nil to 5/10 cumulus and visibility of 5 - 10 miles. Return Route: Similar to route out.

2nd Bombardment Division: Route Out - 5/10 to 6/10 small cumulus decreasing to 3/10 to 5/10 stratocumulus. Target: (Vegesack) - 3/10 to 4/10 cumulus, patchy altocumulus and visibility of 3 - 5 miles in haze. Return Route: Similar to route out.

3rd Bombardment Division: Route Out - 4/10 to 6/10 cumulus over North Sea, decreasing to 2/10 to 4/10. Target: (Bremen) - 1/10 to 2/10 cumulus, with target partially obscured by smoke screen. Visibility 10 miles in light haze. Return Route: Similar to route out with a decrease in low cloud.

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