

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

APO 634,
16 October, 1943.

SUBJECT: S-3 Narrative Report on Operational Mission 10 October, 1943.

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

1. The 95th Bombardment Group (H) was alerted at 1745 9 October, 1943 for an operational mission with a bomb loading of 12X500 Demolition Bombs with 1/10 nose fuse and 1/40 tail fuse. Field Order number 77 was received at 2205.

2. Twenty - two aircraft took off on schedule and left this base at 1120 to form the lead group of the 13th Combat Wing formation which lead the 3rd Air Division. There were two abortions due to various causes. One ship returned as scheduled. 37734 aborted because of oxygen failure and 33263 because of #2 engine failure.

3. The control time was met at Buncher #8. The briefed course was followed both to and from the target. The flak was moderate except in territories surrounding the target which was heavier than previously reported. Approximately 250 enemy fighters were encountered. Their attacks were pressed and they accounted for the loss of five of our aircraft. Two of our aircraft landed at other bases. 30181 at Framlingham and 30609 at Hardwick.

4. The target was successfully bombed.

JOHN R. MILLER
Capt., Air Corps,
Ass't Operations Officer

FORM 3

DATE 10, October, 1943STATION 119

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	U	0235	Lindley		1114		1647		
"	Y	3317	Wehrman		1115		1647		
"	W	3273	Borraclough		1115 ⁺		1648		
"	X	0233	Kring		1116		1637		
"	P	0322	Owen		1116 ⁺		1640		
335	O	3497	Corseia		1115 ⁺				Missing
336	M	0244	Thompson		1118		1649		
"	J	5918	Fischer		1118 ⁺		1650		
"	D	3400	Yuenger		1119		1646		
334	C	0353	O'Neal		1119 ⁺		1632 1646		
335	W	0218	Merten		1120		1652		
336	F	3529	Kerr		1120 ⁺		1639		
335	X	0181	Snow		1121				
336	G	7734	Tucker		1121 ⁺		1330		RETURNING TO BASE - LOW ON OXYGEN
335	V	3263	Smith Scott		1122		1449		#2 ENGINE FEATHERED
334	G	0817	Adams		1123				Missing
334	K	9943	Witt		1123 ⁺		1637		

DATE 10, October, 1943

FORM 3

STATION 119

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
333	U	0272	Broman			1124			- Missing
335	N	0609 0482	Reno			1203			-
334	F	0273	Buckley			1125 ⁺			- Missing
"	J	5986	Biggs			1126 ⁺			- Missing
412	Z	3095	Infield			1157 ⁺		1442	INTERPHONE SYSTEM ←

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Authority NND 745005

By AG NARA Date 2-18-09

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

10 October 1943.

SUBJECT: S-2 Report.

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

1. Twenty-two (22) B-17s took off from this base at 1114 hours, forming the lead Group of the 3RD Bomb Division, 10 October 1943. Three A/C returned early. #3263 turned back at 51°56'N-01°35'E at 1353 because of failure of #2 engine, #3095 was recalled at the English coast at 1330, this was an extra ship, #7734 turned back at 51°50'N-01°10'E at 1255 due to Co-Pilots oxygen diaphragm being ruptured and the front system being out of commission. The remaining A/C continued on briefed course.

2. Our Combat Wing was heavily attacked at the initial point by 200 to 250 enemy fighters. These were single and twin engined E/A. Intense and accurate AA fire was also encountered.

3. Between 1425 and 1523, with no protective escort, this Group lost five (5) A/C: #817, #3497, #0272, #0273 and #5986. All the rest of this formation suffered damage either from AA fire or aerial cannon.

4. Over Dordrecht, Holland there was a moderate amount of AA fire, fairly accurate, but most of the fire was encountered over the target area. At Hilversum, Holland there was a meager AA fire not marked on flak maps. In the target area a greater concentration of AA fire was reported than indicated on the maps.

5. Immediate photographic interpretation confirms the earlier optimistic reports of the crews. Bombs hit squarely on the M.P.I.

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

A.T.F.

J.W.

3907M
25000

1007M
23000

1007M
24000

FORMATION DIAGRAM

95TH BOMB. GROUP

DATE 10-10

TIME 1 TAKE

Mission

ADAMS
0917

BARBARCROCK
3273

WERNHAM
3317

THORNTON
0244

BROWN
0272

WITT
9943

KRINS
0233

KAESER
3400

FISCHER
5918

KENO
0182

CORREIA
3497

DWEN
0322

O'NEAL
0353

RIGGS
5486

BUCKLEY
0273

KERR
3529

MERLEY
0218

ABORTIVE ○

MISSING ○

CHANGES ○

EXTRA

SMOL
3181

OVER TARGET

LEWIS
3015

SMITH
3263

TUCKER
7734

Unit	Number of A/C					Claims	Person Killed	By	Date
	Dispatched	Attacked	Failed	Lost	To Bomb+				
<u>MISSION NO. 3</u>									
<u>DIVERSION</u>									
44	19	0	0	0	0	0-0-0	0	0	0
93	9	0	0	0	0	0-0-0	0	0	0
389	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>39</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTALS	313	236 x	19	19	30	183-21-51	1	18	306

+ Failed to Bomb - A - Mechanical and Equipment Failures.
 B - Other than Mechanical and Equipment Failures (includes weather, enemy action, recall, etc.)

x Does not include 39 a/c on diversion.

MISSION NO. 1 - MUNSTER.

MISSION NO. 2 - MUNSTER AND TARGETS OF OPPORTUNITY.

The 1st and 3rd Bombardment Divisions dispatched two task forces totalling 274 B-17s, of which 138 bombed the center of the city of Munster, including railway facilities, the remainder bombing Coesfeld and other targets of opportunity. Both task forces were escorted well into German territory by P-47s, and on their return by P-47s. The 3rd Bombardment Division lost 29 B-17s, most being to fighter opposition described as the heaviest it has ever encountered. 1st Division lost one aircraft. Claims against e/a are 183-21-51.

BOMBING RESULTS: 138 B-17s dropped 41 x 1000 G.P. fused 1/10 sec. nose and 1/40 sec. tail, 804 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail, and 4050 x 100 I.B. The target was attacked between 1503 and 1518 hours at altitudes of 22,500 to 25,000 feet. Reconnaissance photos taken 24 hours after the attack reveal fires still burning in the center and eastern sections of Munster. A direct hit was scored on the main railway station. There is considerable damage to business and residential districts.

68 B-17s of 92nd, 306th, 384th and 303rd groups dropped 396 x 500 G.P., 34 x 1000 G.P., and 1428 x 100 I.B. on Coesfeld, scoring hits on the railway tracks and buildings of a probable textile plant, in addition to concentrations on the business and residential areas.

30 B-17s dropped 173 x 500 G.P., 30 x 1000 G.P., and 620 x 100 I.B. on other targets of opportunity.

REASONS FOR FAILURE TO BOMB: Mission No. 1 - 14 a/c failed to bomb - 7 a/c were lost before reaching the target, 6 because of mechanical and equipment failures, and 1 because the pilot was ill.

Mission No. 2 - 24 a/c failed to bomb - 12 due to mechanical and equipment failures, 2 due to navigational difficulties, 7 used excessive gas in assembling and turned back over the channel, 1 was lost before reaching the target and 2 turned back due to gas shortage.

ENCOUNTERS: Mission No. 1 - The 3rd Bombardment Division encountered violent and concentrated attacks yet made on its formations. The attacks lasted forty-five minutes and from 200 - 250 enemy fighters were engaged. The concentrated attacks occurred from the I.P. through the target until fighter escort was picked up. The enemy fighters were FW-190s, Me-109s, JU-88s, Me-210s and Me-110s. In attacking they concentrated on one group at a time, first flying through the lead group to attack the 100th group. The attacking a/c flew parallel to formations, out of range, in groups of 20 to 40 stacked in echelon down. They then peeled off, singly, or in pairs, in quick succession to attack the lowest members of the formation. Two minutes after the concentrated attack on the 100th group began, the formation was well broken up and in seven minutes the entire group was completely destroyed or dispersed. Twin-engine fighters appeared to remain out of range, firing explosive cannon shells from 200 - 1500 yards. JU-88s attacked with rockets from 800 - 1000 yards. A new feature was the use of enemy bombers, DO-217s and DO-215s, which flew parallel to the formation and fired rockets from 1500 yard range.

Mission No. 2 - Only weak opposition was met by B-17s of the 1st Bombardment Division, 25 e/a being the largest number attacking. E/A were mostly Me-109s, Me-110s and FW-190s. Six twin-engine e/a were described as firing four rockets with only two flashes from the a/c.

CASUALTIES: Personnel - 2 crew members were killed, 6 seriously wounded, 12 slightly wounded and 306 are missing.

Equipment - 30 B-17s - 11 to e/a and 19 for reasons unknown.

Estimated Battle Damage - 65 category "A", 3 category "AC" and 3 category "E".

ANTI-AIRCRAFT FIRE: Meagre to moderate inaccurate flak was encountered along the route to and from the target. Moderate to intense accurate fire was reported over the Ruhr and in the target area.

ROUTE: Mission No. 1 - Felixstowe to 51°48'N - 03°50'E, to 52°00'N - 05°00'E, to Dorsten to Haltern to Appelhusen to target. Target to 52°17'N - 07°10'E, to 52°00'N - 06°00'E, to 52°14'N - 04°25'E, to Southwold to bases.

Mission No. 2 - Splasher No. 7 to 52°00'N - 01°25'E, to 51°48'N - 03°50'E, to 51°42'N - 07°04'E, to target. Target to 52°14'N - 07°04'E, to 52°20'N - 05°00'E, to 52°15'N - 04°25'E, to Southwold to bases.

FIGHTER ESCORT: Penetration and withdrawal escort was provided by five groups of VIII Fighter Command P-47s. Fierce attacks on the B-17s by enemy twin-engine and single-engine fighters were driven off by the fighters which destroyed 19 e/a for the loss of one P-47.

OBSERVATIONS: Heavy and effective smoke screens were observed over the Ruhr. Barrage balloons at 5,000 - 8,000 feet in the Ruhr, and from 18 - 20 balloons at 10,000 - 15,000 feet at Wessel were reported.

MISSION NO. 3 - DIVERSION

39 B-24s of 2nd Bombardment Division were dispatched to carry out an unescorted diversionary sweep over the North Sea. No shipping was attacked and there was no enemy opposition. Two a/c returned to base before completing the mission due to mechanical difficulty.

WEATHER

1st Air Division: Route Out - 10/10 stratus, tops 1300 to 1500 feet becoming 9/10 to 10/10 over North Sea. Nil cloud at Continental coast, thick haze layer over Continent. Visibility 4 to 6 miles. Target: (Munster) Clear, visibility 4 to 6 miles in thick haze. Return Route: Similar to route out, clear over England becoming 4/10 to 6/10 stratus base 1200 feet, top 2500 feet over western bases. Visibility 4 to 6 miles, except 1 to 2 miles over England.

2nd Air Division: Route Out - Haze layer 4,000 feet high, 7/10 to 9/10 bank of stratocumulus along coast, breaking to 4/10 to 6/10 stratocumulus and patchy fog, tops estimated 3,000 feet, 30 to 40 miles from English coast. Low cloud decreasing to nil east of 05°E. Haze restricted downward - visibility 1 to 2 miles throughout entire route. Return Route: Similar to route out, clouds encountered west 15°E becoming 7/10 to 9/10 stratus and stratocumulus along English coast, tops 3500 feet, cloud breaking 15 to 20 miles inland to 2/10 to 3/10 small fractocumulus, tops 3,000 feet, visibility over North Sea 1 to 2 miles, but lowering in heavy haze from 5,000 feet to surface.

3rd Air Division: Route Out - 3/10 to 5/10 patchy stratus, tops 2,000 feet. Visibility 1,000 to 1,500 yards. Haze layer to 7,000 feet over England. Over North Sea 8/10 to 10/10 stratocumulus, tops 5,000 to 7,000 feet, haze layer to 7,000 feet. Visibility 4 to 5 miles. Over Continental coast clouds breaking to 1/10 stratocumulus, inland clear. Visibility 5 miles in haze. Target: (Munster) Clear, dense haze in general area becoming less dense near target. Visibility 5 miles. Return Route: Clear to coast, then 2/10 to 3/10 stratocumulus, increasing to 4/10 to 6/10 stratocumulus with further development in mid-channel to 7/10 to 9/10 stratocumulus, tops 5,000 to 6,000 feet. Clouds breaking to nil 5 miles inland over England. Visibility 6 to 8 miles in haze.

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Authority NND 745005

E By 16 NARA Date 2-18-09



(SAV-95-133 - 7)10-10-43(34000-12-24000)(MUNSTER,GR.)