

HEAD
NINETY FIFTH BOMBARDMENT GROUP
Office of the Operations Officer

SUBJECT: S-3 Narrative Report on Operations, 14 October 1943

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

1. The 95th Bombardment Group (H) was alerted for this Mission at 1909, 14 October 1943. Bomb loading to be 5 x 1000 pound bombs. The 3rd Air Division was to form the 2nd Air Task Force with the 13th Combat Wing flying the mid-wing position in the Division formation. 95th Bombardment Group (H) to fly low Group in 13th Combat Wing formation. 95th Group to supply eighteen (18) aircraft with five filling aircraft from 100th Group.
2. Eighteen (18) aircraft departed this station at 1012 and formed at 2000' above the field with the five ships from 100th Group filling in in the high Squadron and two spares flying to fill in for abortions.
3. Ship # 0167 piloted by Lt. Smith returned to base at 1136 having aborted with engine trouble and landed with #2 engine feathered. Ship # 3465 piloted by Lt. Kring returned to base at 1330 due to a shortage of oxygen.
4. Rendezvous was made with lead Group at Buncher # 8 on time without incident. Briefed course was flown to the target without encountering excessive flak or fighters. Fighter support on route into target was good.
5. At I.P. confusion resulted due to failure of lead Group to make its turn on target. 95th Group finally turned on bombing run only to have lead Group cut back and forth across them. A short run resulted and our bombs fell short of target. Moderate to intense flak was reported over target and shortly after leaving the target ship # 0135 piloted by Lt. McPherson aborted from the formation with an engine feathered and his wheels down. Cause of damage to engine unknown.
6. Briefed course held on return and moderate flak encountered at various points returning. Moderate fighter attacks were reported. No other planes lost on return trip.
7. Results of bombing were unsuccessful.

HARRY G. MUMFORD,
Major, Air Corps,
Operations Officer.

FORM 3

STATION 119

DATE Oct 14

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	B 0342	STORIE		1013 ⁺		1816		✓
412	V 0255	OWEN		1014		1816		✓
412	W 3273	BARRACLOUGH		1015		1815		✓
412	N-3465	KRING		1015		1434 ⁺	LOW ON OXYGEN	✓
412	Y 3317	MILLER		1016		1818		✓
412	O 0634	CASPERS		1017		1805		✓
334	H 0135	MCPHERSON		1017 ⁺			MISSING	✓
334	E 0102	WITT		1018		1813		✓
335	V 3263	INFIELD		1019		1819		✓
336	G 7734	RENO		1019		1814		✓
336	Q 7756	TUCKER		1020		1818		✓
336	H 0167	SMITH		1021		1136	No. 2 Prop RUN AWAY	✓
334	C 0353	O'NEAL		1021 ⁺		1811		✓
336	L 0026	MERTEN		1022		1820		✓
412	Z 3045	YUENGER		1023		1810		✓
6048 R 335	0028	CARSON		1023 ⁺		1813		✓
336	B 3462	HEIK		1024		1822		✓
336	J 0918	FISCHER		1025		1812		✓

DECLASSIFIED

Authority NND 745005

By 16 NARA Date 2-18-09

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

GROUP FORMATION FORM

DATE 14 Oct 45

LEAD

Storle
0342

Owen
0255

HIGH

McPherson
0135

Witt
0182

Barraclough
3273

Kring
3465

Keller
3317

Infield
3263

Reno
7734

Tucker
7766

LOW

O'Neal
0353

Merten
0226

Garson
6098

Kerr
3462

Gaspers
0634

Smith
0167

100th

100th

AWAKE 0539
EAT 0600

EXTRA

100th

100th

BRIEFING 0700
READINESS 0830
STATIONS 0940
TAXI 0955
TAKE-OFF 1012
RENDEZVOUS 1032

EXTRA SHIPS

334 9943
335 0178
336 6098
412 0244 - Lead

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

15 October 1943

SUBJECT: S-2 Report.

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

1. 18 A/C took off Beginning at 1013 to attack the target Schweinfurt. 5 A/C of the 100th, 3 to complete a high squadron and two as spares rendezvoused with our group which was the low group of the 13 CW flying as the 2nd wing of the 3 BD which was led by the 45th and followed by the 4 CW.

2. 16 of our A/C bombed the target with poor results though our crews reported general bombing as good.

3. A/C #167 (Smith) returned at 1136 having aborted over our field at 10,000 feet at 1100 hours with #2 engine feathered. A/C #465 (Kring) because of an oxygen leak returned from 50°38'N, 05°55'E at 1330, altitude 18,900 feet. He returned alone through enemy territory without incident. A/C #135 (McPherson) was lost near the rally point. Lt. McPherson the pilot who was flying as a volunteer on his 26th operational sortie waved his intention to leave, put his wheels down after one engine was feathered and all crews are believed to have parachuted while ship still under control.

4. Aerial bombing, use of rockets, use of high flying E/A for probable reconnaissance and predominance of T/E fighters were reported. One of our A/C #462 (Kerr) returned minus both waist and tail gunners who had parachuted when explosive shell hit ship and severed oxygen line. All 3 crew members are believed to have been suffering some degree of injury.

5. Crews tired on return, some statedly from long period under oxygen, but general crew morale high.

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

OCT 14 1943 23 56

Mc

COBOMDIV THREE

XXX

0-322D

COBOMGR 95TH

XXXX

##14-10-43 21:23 S-2

95TH BOMB. GROUP

SCHWEINFURT

14 OCTOBER 1943

S-1 40 TO 50 E/A WERE ENCOUNTERED BUT MADE REPEATED MEDIOCRE ATTACKS FROM LUXENBURG TO THE TARGET AND BACK TO COAST. TWO THIRDS OF THE ATTACKS WERE FROM 5:30 TO 7:30 O'CLOCK FROM THE SUN, LEVEL TO HIGH. MOSTLY Me 110's AN EQUAL NUMBER OF Me 109's AND FW 190's A FEW Me 210's and JU 88's AND 2 D0217's. THE Me 109's WERE DARK GREY AND SOME WITH ZEBRA MARKINGS THE ME 110's HAD LIGHT GREY ON BELLY AND DARKER ON TOP. JU 88's WERE BROWN AND YELLOW PAINTED VERTICALLY AND HORIZONTALLY. THE FW 190's HAD A YELLOW NOSE AND YELLOW AROUND FUSELAGE SOME WITH RED COWLINGS. THE Me 110's FIRED ROCKETS FROM 1500 TO 3000 YARDS TO OUR REAR AND AT OUR ALTITUDE SOME 5° TO 10° TO THE SIDE. SINGLE FLASH AND PUFF OF BLACK SMOKE FROM UNDER EACH WING (ONE CREW REPORTED 2 UNDER EACH WING). BALL OF SMOKE AND FIRE CAME AT ONE SHIP OVER WING AND EXPLODED INTO A DIRTY GREY BURST. THE RIGHT WING CUT THE SMOKE. ONE CREW REPORTED A FEW FW 190's FIRING ROCKETS. THEY BURST LIKE FLAK. THE Me 110's HAD NO FORMATION BEHIND US TODAY LIKE MUNSTER BUT THREE TO FOUR AT A TIME WERE PLAYING FOLLOW THE LEADER. TWO CREWS REPORTED A FEW E/A ABOVE THEM FROM 3,000' TO 7,000' (POSSIBLY JU 88's) WHO WOULD S BACK AND FORTH THEN TIP THEIR NOSE AND APPARENTLY FIRE CANNONS. IT WAS NOT A BURST OF FIRE AND WAS INACCURATE. S-2 ON ROUTE IN TO TARGET THERE WAS NO A A FIRE FROM BRUSSELS OR LIEGE, THO THIS GROUP SEEMED WITHING RANGE. IN TARGET AREA THERE WAS A MODERATE

NARRATIVE CONT.

TO INTENSE BARRAGE WITH A MODERATE CONCENTRATION OF CONTINUOUS-FOLLOWING FIRE, BOTH FAIRLY ACCURATE. TEN OF OUR A/C REPORT MINOR DAMAGE. AT KARLSRUHE ON WAY BACK THERE WAS A BARRAGE OF MODERATE FIRE, WITH BURSTS OF PINK SMOKE, POSSIBLY USED AS DIRECTIONAL ARROW, THOUGH ENEMY FIGHTERS WERE ALREADY IN CONTACT. THE SAME THING WAS REPORTED OUVER GERMERSHEIM, GERMANY. AT 49°46'N 09°11'E SOME SORT OF ROCKET CAME UP THAT BURST IN AN AREA 20 FT. ACROSS AND DRIPPED LIKE MOLTEN RUBBER OR PHOSPHORUS. MANY ROCKETS, SEEMINGLY FROM THE GROUND WERE REPORTED IN VICINITY OF WORMS, GERMANY.

S-3 A/C #0135 LEFT 95TH GROUP 5 MINUTES AFTER TARGET ABOUT 50°00'N 108°17'E, wheels down, #3 engine FEATHERED, ~~TEN~~^{TEN} CHUTES. A B-17 FROM LOW GROUP BEHIND AND ON LEFT OF 95TH LEFT FORMATION JUST AFTER TARGET UNDER CONTROL WITH ALL ENGINES OK AND NO SMOKE 10 CHUTES CAME OUT. A B-17 FROM SAME GROUP (BELIEVED TO BE THE LEAD) LOWERED WHEELS, LEFT FORMATION, AND LANDED IN A CLEAR FIELD BETWEEN TWO VERY SMALL VILLAGES IN VICINITY OF MANNHEIM. AFTER LANDING A COLUMN OF HEAVY BLACK SMOKE 1,000' CAME FROM THIS B-17. AT 1631 ABOUT 49°27'N 02°48'E (POSSIBLY FROM THE 390TH GROUP A B-17 LEFT FORMATION UNDER CONTROL BELIEVE ALL TEN CHUTES LEFT OK. AT 49°15'N 08°38'E, 1525 HOURS A B-17 LEFT FORMATION WITH 2 FW 190'S ON TAIL-EIGHT CHUTES AND TWO NOT OPENED REPORTED. AT 49°45'N 08°20'E AT 1424 A B-17 DROPPED BOMBS IN PASTURE AND LEFT FORMATION. A B-17 LEFT GROUP BEHIND AFTER TARGET-BURNED RAPIDLY BROKE IN HALF AND PARTS FLOATED DOWN, NO CHUTES.

S-4 NONE

S-5 NOT AVAILABLE

S-6 SMOKE ^{POTS} ~~POTS~~ WERE REPORTED AT WORMS AND MANNHEIM. ONE CREW REPORTED A CAMP POSSIBLE MILITARY NEAR OBERSTEIN WHOSE COORDINATES ARE 49°42'N 07°17'E. ANOTHER CREW REPORTED AN AIRFIELD WITH ONE RUNWAY AT VOLKACH

NARRATIVE CONT.

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By 16 NARA Date 2-18-09

ALSO A FIRE BURNING THERE IN THE TOWN COORDINATES 49°52'N
FIRE OR EXPLOSION WAS REPORTED AT HANAU AT 1412 AS WE PASSED 20 MILES SOUTH
OF THESE. A LARGE NEW BUILDING THAT COULD BE A FACTORY SEEN AT LAUTERECKEN
WHOSE COORDINATES ARE 49°39' 07°35'. ^{Two} ~~TWO~~ CREWS REPORTED A HOCKE WOLF THAT
WAS JUST A VAPOR TRAIL IN THE SKY HIGH ABOVE 50 MILES BEFORE WE REACHED THE
TARGET AND ON TO 100 MILES BEYOND KEEPING WITH US AND FINALLY COMING DOWN
TO RECOGNITION LEVEL.

S-7 MOST GUNNERS REQUESTED SOME TRACER BULLETS ON FUTURE MISSIONS.
PILOTS RELIEF TUBE IN PILOTS COMPARTMENT. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~.

S-8 BOMBING RESULTS AT 1455 FROM 21,500' FEET ON A MAGNETIC HEADING OF
30° were poor. THE LEAD GROUP MISSED THE I. P AND WENT BEYOND TO THE TOWN
OF KITZINGEN BEFORE TURNING. THEN AS WE GOT BACK ON THE CORRECT COURSE WE
HAD TO MAKE SEVERAL FIGURES "S" AS WE WERE TOO CLOSE TO THE LEAD GROUP
AND IN DANGER OF THEIR BOMBS DROPPING ON US.

S-9 18 A/C TOOK OFF BEGINNING AT 1013 TO ATTACK THE TARGET SCHWEINFURT.
5 A/C OF THE 100TH, 3 TO COMPLETE A HIGH SQUADRON AND TWO AS SPARE
RENDEZVOUSED WITH OUR GROUP WHICH WAS THE LOW GROUP OF THE 13 C W FLYING
AS THE 2ND WING OF THE 3BD WHICH WAS LED BY THE 45TH AND FOLLOWED BY THE
4 CW. 16 OF OUR A/C BOMBED THE TARGET WITH POOR RESULTS THOUGH OUR CREWS
REPORTED GENERAL BOMBING AS GOOD. A/C #167 (SMITH) RETURNED AT 1136
HAVING ABORTED OVER OUR FIELD AT 10,000 FEET AT 1100 HOURS WITH #2 ENGINE
FEATHERED. A/C #465 (KRING) BECAUSE OF AN OXYGEN LEAK RETURNED FROM
50°38'N, 05°55'E AT 1330, ALTITUDE 18,900 FEET. HE RETURNED ALONE
THROUGH ENEMY TERRITORY WITHOUT INCIDENT. A/C #135 (MCPHERSON) WAS LOST
NEAR THE RALLY POINT. LT. MCPHERSON THE PILOT WHO WAS FLYING AS A
VOLUNTEER ON HIS 26TH OPERATIONAL SORTIE WAVED HIS INTENTION TO LEAVE,
PUT HIS WHEELS DOWN AFTER ONE ENGINE WAS FEATHERED AND ALL CREWS ARE BE-
LIEVED TO HAVE PARACHUTED WHILE SHIP STILL UNDER CONTROL. AERIAL BOMBING.

NARRATIVE CONT.

USE OF ROCKETS, USE OF HIGH FLYING E/A FOR PROBABLE RECONNAISSANCE. PREDOMINANCE OF T/E FIGHTERS WERE REPORTED. ONE OF OUR A/C # 462 (KERR) RETURNED MINUS BOTH WAIST AND TAIL GUNNERS WHO HAD PARACHUTED WHEN EXPLOSIVE SHELL HIT SHIP AND SEVERED OXYGEN LINE. ALL 3 CREW MEMBER ARE BELIEVED TO HAVE BEEN SUFFERING SOME DEGREE OF INJURY. CREWS TIRED ON RETURN, SOME STATEDLY FROM LONG PERIOD UNDER OXYGEN, BUT GENERAL CREW MORALE HIGH.

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HEADQUARTERS
VIII BOMBER COMMAND
APO 634Bomber Command Narrative of Operations
115th Operation - 14 October, 1943

Mission No. 1 - Schweinfurt.
Mission No. 2 - Schweinfurt.
Mission No. 3 - Diversion.

Schweinfurt was attacked by two Air Task Forces of B-17s dispatched by the 1st and 3rd Bombardment Divisions. The bombers approached the target through very strong and well coordinated fighter defenses, noteworthy for the use of large numbers of rocket-firing fighters. The opposition fell off in the target area, and the elaborate smoke screen observed on 17 August, 1943, was not in operation, so that a very successful bombing run was possible.

An estimated 75% of Schweinfurt's ball-bearing industry was destroyed, the principal targets being the Kugelfischer and the V.K.F. I and II plants. Penetration escort to the vicinity of Aachen was furnished by VIII Fighter Command P-47s. Withdrawal escort was planned, but adverse weather conditions prevented the fighters from taking off to carry out the operation. One Air Task Force of B-24s from the 2nd Bombardment Division was assigned to attack targets in Schweinfurt, but all elements were unable to make formations because of adverse weather conditions over bases. The a/c that joined up properly subsequently made a diversion over the North Sea to the vicinity of the Frisian Islands. 60 B-17s were lost and claims are 186-27-89.

Unit	Number of A/C					Personnel Casualties			
	Dispatched	Attacked	Failed	Lost	Claims	(Killed)	Wounded	Missing	
1ST BOMB DIV. (Dispatched Attacked Failed Lost) Claims									
MISSION NO. 1			To Bomb+						
SCHWEINFURT			A.	B.					
91	11	7	4	0	1	3-0-0	0	2	10
92	19	13	1	5	6	26-5-8	1	4	60
303	19	18x	0	1	1	20-4-13	0	5	11
305	16	3	1	12	13	1-0-1	0	3	130
306	18	5	2	11	10	4-1-6	0	2	100
351	16	10	3	3	1	4-1-7	0	5	10
379	17	17	0	0	6	17-4-9	0	3	60
381	17	15	2	0	1	11-0-7	0	3	10
384	16	13	3	0	6	5-1-2	0	2	60
	149	101x	16	32	45	91-16-53	1	29	451
3RD BOMB DIV.									
MISSION NO. 2									
SCHWEINFURT									
94	21	21	0	0	6	21-2-9	1	2	50
95	18	16	2	0	1	18-1-1	0	0	13
96	41	32	6	3	7	11-1-12	2	5	70

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

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	Attacked	Failed	Lost	(To Bomb+)		(Killed)	Wounded	Missing
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 2</u>	(con't)								
<u>SCHWEINFURT</u>									
100	8	8	0	0	0	7-0-0	0	0	0
385	21	20	1	0	0	18-2-9	1	2	0
388	18	16	1	1	0	6-2-3	0	1	0
390	15	15	0	0	1	14-3-2	0	1	10
	<u>142</u>	<u>128</u>	<u>10</u>	<u>4</u>	<u>15</u>	<u>95-11-36</u>	<u>4</u>	<u>11</u>	<u>143</u>

2ND BOMB DIV.
MISSION NO. 3
DIVERSION

93	15	0	0	15	0	0-0-0	0	0	0
392	14	0	0	14	0	0-0-0	0	0	0
	<u>29</u>	<u>0</u>	<u>0</u>	<u>29</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTALS	320	229x	26	65	60	186-27-89	5	40	594

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

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

x Includes 1 a/c which dropped 3 x 1000 G.P., and 5 x 100 I.B. on German target of opportunity.

MISSION NO. 1 - SCHWEINFURT
MISSION NO. 2 - SCHWEINFURT

1st Bombardment Division dispatched an Air Task Force of 149 B-17s, and 2nd Bombardment Division dispatched one of 142 B-17s. The bombers fought their way through very strong fighter opposition, and 224 a/c attacked their objective of Schweinfurt with very successful results. Penetration escort was provided by VIII Fighter Command P-47s. Adverse weather conditions prevented the P-47s from carrying out the planned withdrawal escort. 60 B-17s were lost and claims are 186-27-89.

BOMBING RESULTS: 228 B-17s dropped 459 x 1000 and 663 x 500 G.P. fused 1/10 sec. nose and 1/100 sec. tail, and 1751 x 100 I.B. from 21,000 - 24,000 feet on industrial targets in Schweinfurt with excellent results. The attack was made in two waves, the first being at 1439 - 1445 hours and the second at 1451 - 1457 hours. The principal targets attacked were the Kugelfischer Works and Vereingte Kugellager Fabriken Works I and II. It is estimated that these three plants contributed 50% of the total output of ball-bearings available to Germany. A careful study of reconnaissance photographs indicates that this attack resulted in a loss of 75% of the productive capacity of the ball-bearing industry at Schweinfurt.

All important buildings in the Kugelfischer Works were damaged, with the exception of one building which sustained blast damage. This was the largest German ball-bearing plant.

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

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

In the V.K.F. Works I, all buildings in the southwest end of the works, including the power house were gutted by fire and are a total loss. The main group of buildings, though not directly hit, suffered severe blast damage.

All buildings of the V.K.F. Works II, next in importance to the Kugelfischer Works, sustained severe damage. In this plant seven buildings were more than half destroyed.

In the Fichtel and Sachs plant - which produces motorcycles, clutches, pistons and some bearings - three large shops were destroyed and severe damage caused throughout the plant.

Serious damage was caused to the Deutsche Star Kugelhalter plant, manufacturer of ball-bearing cages, where storage buildings were completely destroyed and machine shops damaged.

Other instances of damage are: the malt factory, the Ultramarine factory (now possibly an extra machine shop for V.K.F. II), and another large unidentified factory were severely damaged; the marshalling yard received many hits causing destruction to railroad buildings and rolling stock, numerous barrack buildings and city properties were demolished.

REASONS FOR FAILURE TO BOMB: 62 a/c of 1st and 3rd Divisions failed to bomb. 28 were lost before the target, 26 did not bomb due to mechanical and equipment failures, 5 due to personnel failures, 2 lost formation in the overcast, and 1 due to excess fuel consumption.

ENCOUNTERS: Mission No. 1 - 1st Bombardment Division had the strongest opposition yet encountered by VIII Bomber Command formations. Rocket-firing, twin-engine fighters played a vital role in the concentrated enemy attacks, which began when the P-47s turned back, in the vicinity of Aachen and Duren, and reached a climax near the I.P. The fighter opposition was slight during the bombing run, but was resumed immediately after the bombers left the target, and continued sporadically as far as the French Coast. Most groups reported encountering 300 or more e/a, estimated as being evenly divided between single-engine and twin-engine fighters. A few DO-217s, FW-189s, JU-87s and 1 He-111 were reported. Me-109s and FW-190s were employed to harass and if possible break up the formations, usually singling out one group and attacking singly or in two's or three's from the front. The Me-110s, Me-210s and JU-88s flew in small defensive formations, level with and usually to the rear of the B-17s, and fired rockets, mostly from about 1000 yards. The twin-engine fighters were reported to fire two and sometimes four rocket projectiles. These produced a burst reportedly larger than flak and characterized by red flame with heavy grayish-black smoke. Crews state that a hit by one of these projectiles would destroy or effectively cripple a B-17. After discharging their rockets twin-engine fighters, screened by the Me-109s and FW-190s, attacked at closer range with cannon.

Mission No. 2 - The formations of the 4th Bombardment Divisions encountered less opposition on the whole than those of the 1st Bombardment Division. The 4th Combat Wing reported encountering 200 - 250 e/a. Tactics reported are similar to those used against the 1st Division, except that there

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

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

were less frontal attacks by single-engine fighters. Most attacks by both twin-engine and single-engine fighters were from the tail.

The 13th and 45th Combat Wings report only 35 - 60 e/a encountered, which were Me-109s, FW-190s, Me-110, Me-210s and JU-88s in approximately equal numbers. Use of parachute bombs were reported, but these caused no casualties. Rocket projectiles were widely used. Single-engine e/a were reported as firing two rockets, and twin-engine four projectiles. Several crews report that an Me-210 or JU-88, possibly a control or altitude reporting a/c, flew parallel at some distance from our formation.

CASUALTIES: Personnel - 5 crew members were killed, 10 seriously wounded, 33 slightly wounded and 594 are missing.

Equipment - 60 B-17s were lost - 2 from flak, 18 from e/a and 40 by reasons unknown.

Estimated Battle Damage - 121 category "A", 9 category "AC", 15 category "B" and 5 category "E". (The 5 in category "E" crash-landed in England).

ANTI-AIRCRAFT FIRE: AA fire at the coast and on the route going in and out was meager to moderate and usually inaccurate. At the target moderate to intense accurate AA fire was encountered. At Worms, rockets were reported to be fired from the ground.

ROUTE: Mission No. 1 - Bases to Orfordness to 51°40'N - 03°40'E, to 50°57'N - 06°08'E, to 50°33'N - 07°07'E, to 50°23'N - 08°44'E to Wurzburg to target to 49°54'N - 10°33'E, to 49°25'N - 10°22'E, to 49°13'N - 08°22'E, to 48°53'N - 06°02'E, to 49°05'N - 03°30'E, to 50°00'N - 01°15'E, to Beachy Head to Gravesend to Bases.

Mission No. 2 - Bases to Clacton to 51°22'N - 03°21'E, to 51°15'N - 03°50'E, to 50°38'N - 06°02'E, to 49°38'N - 06°12'E, to 49°48'N - 09°55'E, to target to R.P. to 49°40'N - 10°28'E, to 49°40'N - 02°30'E to Beachy Head to Bases.

FIGHTER ESCORT: 103 P-47s of 353rd and 56th groups, VIII Fighter Command, provided penetration escort. The 1st Air Task Force was escorted by 353rd group as far as Duren. At Walcheren Island more than 20 Me-109s attacked, appearing to concentrate on the fighters and disregard the bombers entirely. These tactics were followed in engagements which continued throughout the penetration. 56th group, escorting the 2nd Air Task Force as far as Disen, encountered less opposition. P-47s claim 13 destroyed, 1 probably destroyed and 5 damaged. 1 P-47 was lost. Heavy cloud prevented withdrawal escort from assembling.

OBSERVATIONS: The elaborate double smoke screen observed at Schweinfurt on 17 August was not in effective operation at the time of the attack. Smoke screens were observed at Frankfurt, Stuttgart, Karlsruhe, Ludwigshaven, Nurnburg, Mannheim, and two small towns south of Wurzburg. An airdrome with a very wide runway, estimated to be a mile long was observed at 49°46'N - 10°13'E near Kitzingen. About 30 a/c were observed on the runway.

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

C O N F I D E N T I A LMISSION NO. 3 - DIVERSION

An Air Task Force of 29 B-24s of 2nd Bombardment Division was dispatched to attack an assigned target in Germany. Penetration escort was provided by 56 P-47s of the 352nd Group, VIII Fighter Command. The bombers and fighters rendezvoused, but the bombers were unable to make formation because of adverse weather conditions, and the assigned mission to Schweinfurt was not carried out. 21 of the 29 B-24s subsequently carried out a diversionary sweep over the North Sea to the vicinity of the Frisians, then returned to bases. No incidents were reported.

WEATHER

Route Out - Over England 4/10 stratocumulus base 3,000 feet, top 4,000 feet, 5/10 to 6/10 altocumulus base 7,000 feet, top 9,000 feet, 3/10 cirrus base 28 to 30,000 feet, cloud increasing over Channel to 10/10 stratocumulus and cumulus, tops 6,000 feet, 8/10 altocumulus base 7 to 8,000 feet, top 10,000 feet, 6/10 to 9/10 cirrostratus base 28 to 30,000 feet. Visibility 6 to 8 miles. Altocumulus decreasing to 5/10, top 9,000 feet. Stratocumulus and cumulus decreasing to patchy stratocumulus east of 06°E, 4/10 cirrus, base 28,000 feet. Visibility 10 miles in haze. Target: (Schweinfurt) - 2/10 to 4/10 cirrus, base 28,000 feet. Visibility 10 to 20 miles. Return Route: Clouds increasing at 06°E to 6/10 stratocumulus, top 6,000 feet, 10/10 altocumulus base 10,000 feet, 4/10 to 6/10 cirrus, base 28,000 feet, 10/10 stratocumulus, 10/10 altocumulus and 7/10 to 8/10 cirrostratus at Continental coast. Over Channel 10/10 stratocumulus, tops 9 to 10,000 feet, 5/10 altocumulus base 10,000 feet. These conditions persisted to 10 miles inland over England where it became 6/10 to 8/10 stratocumulus, and 6/10 to 8/10 altocumulus.

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