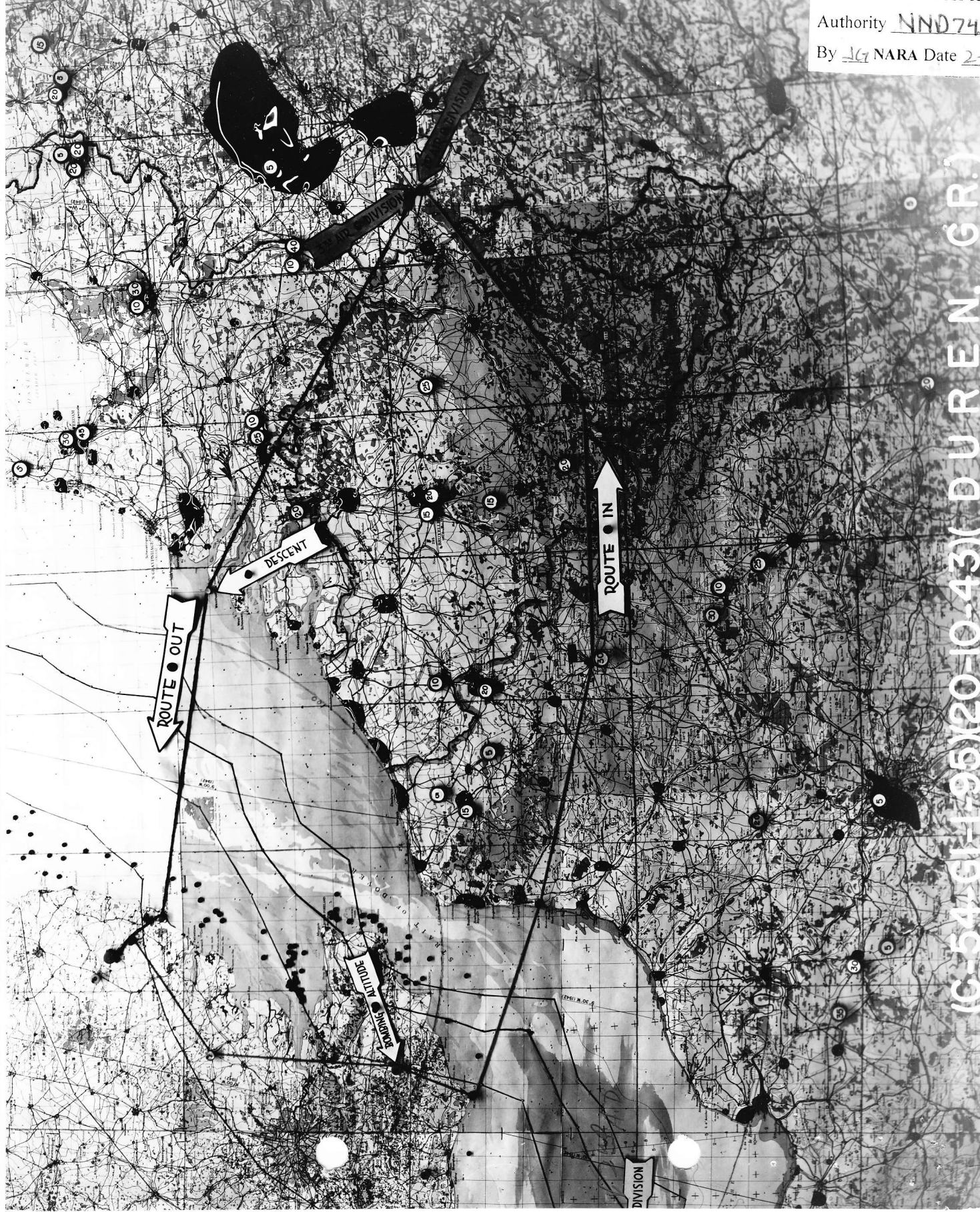


DECLASSIFIED

Authority NND 745005

By 167 NARA Date 2-18-09



(C-64-61-195)20-10-43(DUREN, GR.)

47

Sh. Merritt
(*C. Russell*)

HEADQUARTERS 3RD BOMBARDMENT DIVISION
Office of the Commanding General
APO 634, U. S. Army

24 October 1943.

SUBJECT: Extract from Germany News Agency.

TO : Commanding Officer, 4th Combat Wing
13th Combat Wing
45th Combat Wing
94th Bombardment Group
95th Bombardment Group
96th Bombardment Group
100th Bombardment Group
385th Bombardment Group
388th Bombardment Group
390th Bombardment Group

1. The following is an extract from the German News Agency Transmission in English for the Far East which will be of interest to you and your crews. Evidently the mission of Wednesday, October 20, was not a failure.

"Berlin - Bad weather over Western Europe was obviously decisive for carrying out the American Bomber attack on Wednesday afternoon against places in the West German Frontier region. American formations found to their relief an almost absolutely closed cloud screen which offered the best possible protection to the young American pilots who for the first time were being sent on such an errand. In spite of the clouds, the Americans were able to cause considerable damage at one point only, as far as could be established. Rain and mist rendered the defense rather difficult and German fighter airmen had a hard job when trying to force the enemy to accept battle because the raiders kept to the clouds almost continuously. Nevertheless, German FW and ME fighters traced a considerable number of enemy bombers and attacked them with success. In lively fighting in the course of which they repeatedly lost contact with the enemy, German airmen rushed at the raiders. The destruction of several enemy machines has thus far been report."

/s/ Curtis E. LeMay,
/t/ CURTIS E. LEMAY,
Brigadier General, U.S.A.,
Commanding.

THIS IS A TRUE CERTIFIED COPY:

Edward P. Russell
EDWARD P. RUSSELL,
Major, Air Corps,
Adjutant.

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

APO 634
21 October 1943

SUBJECT: S-3 Narrative Report on Operational Mission, 20 October 1943.

TO : Commanding Officer, 95th Bomb Group, APO 634

1. The 95th Bomb Group was alerted for this Mission at 0358 20 October 1943. Bomb loading to be 10 x 500 lbs. G. P. The 13th Combat Wing was to form the lead Combat Wing of the 3rd Bomb Division. 95th Group with a P.F.F. was to form the lead Group the lead Group of 13th Combat Wing. Three aircraft from the 100th Group were to form last element.

2. Nineteen aircraft departed this station and formed at 2000' above the field with three ships from 100th forming on high Squadron.

3. Ship # 0634 piloted by Lt. Owen returned to this station at 1402 having aborted from the formation over England with an uncontrollable super-charger on # 2 engine, and an oil cooler leak on # 3 engine. Ship # 0353 returned to this station at 1405 having aborted from the formation after losing the oxygen supply in tail position and Tail Gunner passing out. Ship # 3263 piloted by Lt. Carson returned this station at 1346 due to # 2 engine cutting out.

4. Combat Wing rendezvous was made between Buncher # 8 and Splasher # 7 on time without incident. Division formation made between Splasher # 7 and Splasher # 8 and briefed course held to coast of France. Inside French coast at Cambri a under cast was found and route to target flown on "G" and dead reckoning. P.F.F. unable to bomb on equipment so bombs were dropped on E.T.A. A solid undercast prevented seeing results of bombing. Clouds extended up to 28,000' so briefed altitude could not be flown. 95th Group leading flew over target at 28,500' with 390th and 95th both flying high.

5. Fighter support in to and out of target was good.

6. Route home was flown without incident except for ship 0114 flown by Lt. Rongstad who ditched in mid channel due to a shortage of gas.

7. Flak over target was moderate and inaccurate. No flak encountered on route out.

8. Results of bombing are unknown.

NORMAN S. ROYESCHILD, Jr.,
Captain, Air Corps,
Asst. Operations Officer.

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

* CAMERA

GROUP FORMATION FORM

DATE 20 Oct 1943

LEAD

PathFinder

3385

Tucker

0218

Scott

6098

Knowlton

0178*

Infield

0353

Fischer

5918

Kerr

3462

Merten

0226*

Rongstad

0114

Smith

0167*

Reno

0342*

LOW

Miller

3465*

Caspars

0255*

Owen

0634

Carson

3263

Batcha

3317*

Hallum

3545

BRIEFING 07:15
 READINESS 08:50
 STATIONS 09:50
 TAXI 10:05
 TAKE-OFF 10:20
 RENDEZVOUS 10:40

EXTRA SHIPS

334 0120

335 7756

336 7734 3400

412 0233 (Lead)

FORM 3

DATE 20, Oct, 1943STATION HORHAM

PFF	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	C	3385	BIRD		1011	1011+	1603	1604	
335	R	6098	SCOTT		1011+	1011+	1604	1604	
335	Q	7756	TUCKER	*	1022	1022	1602	1602	
335	W	0218	KNOWLTON		1012+	1012+	1726	1726	LANDED HARDWICK ✓
334	S	0178	INFIELD	*	1013	1013	1405+	1405+	Aborted - Oxygen System Failed ✓
334	C	0353	WITT		1013+	1013+	1508	1508	LANDED BUNGAY ✓
334	K	9943	O'NEAL		1014+	1014+	1606	1606	
336	D	3400	KERR		1015	1015	1607	1607	
336	M	0244	FISCHER	*	1015+	1015+	1608	1608	
336	B	3462	REGNO	*	1020+	1020+	1601	1601	
336	J	5918	MERTEN	*	1017	1017	1559	1559	
334	L	0226	RONGSTAD	*	1017+	1017+			DITCHING ✓
412	L	0114	MILLER	*	1018	1018	1558	1558	
412	N	3465	OWEN	*	1018+	1018+	1405+	1405+	Aborted - #2 Super charge out - #40.1 Leaf ✓
412	O	0634	CASPERS	*	1019	1019	1557	1557	
335	V	0255	CARSON		1020	1020	1346	1346	Aborted - #2 Engine Conked out @ Altitude ✓
334	V	3263	HALLUM		1020+	1020+	1604	1604	
412	A	3545	BATCHA		1021	1021	1558	1558	
336	Y	3317	SMITH	*	1022	1022	1600	1600	

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

APO 634
20 October 1943

SUBJECT: Navigation Report on Operations of 20 October 1943.

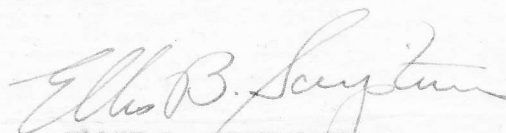
TO : Commanding Officer, 95th Bombardment Group (H), APO 634.

1. The Ninety Fifth Bombardment Group (H) flew as lead group of the Third Bombardment Division, and was led by a Pathfinder aircraft.

2. All control times were met as briefed except the Thirteenth Combat Wing assembly at Buncher # 8. This time was three minutes early, but the other groups were in good Combat Wing formation at this point due to a change in wind, it was necessary to draw up a new flight plan, and to lose time on course in order to meet control times. Beachy Head was crossed at zero hour on course.

3. Pilotage was good over enemy territory to Cambrai, and "Gee" worked very well to this point in most planes, and in the Pathfinder plane. "Gee" was good to $50^{\circ} 08'N$ $04^{\circ} 40'E$. At this point all transmission faded, and it was necessary to navigate to the target by Dead Reckoning. The bombs were dropped through this undercast on the navigator's B.T.A. The course back was latered frequently to miss flak emplacements, but briefed course was averaged.

4. Three instrument failures were reported in "Gee" sets.



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

CGBOMDIV THREE

XXX

COBOMGR 95TH

XXX

20-10-43 19:55 S-2

103A LAST PART DUREN, GERMANY 20 OCTOBER 1943

S-1 E/A OPPOSITION WAS VERY WEAK, ONLY ONE ATTACK BY TWO FW 190's ON THE GROUP BEING REPORTED. THIS ATTACK WAS INTERCEPTED BY TWO ESCORTING P-47's WHILE E/A WERE APPROXIMATELY 400 YDS. DISTANT AT 3 O'CLOCK AND SLIGHTLY ABOVE.

S-2 DUE TO HEAVY UNDERCAST IT IS DIFFICULT TO PIN POINT FLAK POSITIONS. HOWEVER IT WAS REPORTED AT 1413, 1415, 1422, 1425, 1430 AND 1449 HOURS BELIEVED TO BE OVER THE FOLLOWING TOWNS - EUPEN, DUREN, AACHEN, ROERMOND, WEERT, MUNCHEN, GLADBACH AND LIMBURG. THESE WERE OF THE CONTINUOUS FOLLOWING TYPE MEAGRE, AND WITH ACCURATE ALTITUDE (27,000') AND IN ACCURATE DEFLECTION. YELLOW GREEN FLAK WAS REPORTED NORTH OF BINDHOVEN AT 1447 HOURS.

NO FLAK NOTICED AT COAST ON ROUTE OUT AS BRIEFED.

S-3 PILOT OF B-17 NO.42-30114 ADVISED THEY WERE OUT OF FUEL AND DITCHING. THEIR POSITION WAS REPORTED AS 52°05'N 02°35'E BY DR. SHORTLY BEFORE LANDING. A/C#0178 MADE AN ATTEMPT TO LOCATE AND TOOK A "G" FIX AT 15:45 HOURS REPORTING 52°04'N 02°03'E.

AN AIR SEA RESCUE BOAT WAS SEEN IN THE VICINITY. SHORTAGE OF FUEL FORCED ABONDONMENT OF SEARCH, BEFORE LOCATING EITHER THE A/C OR CREW IN DISTRESS.

S-4 NONE

S-5 NOT AVAILABLE.

CONT. NARRATIVE

S-6 BARRAGE BALLOONS OVER ROTTERDAM.

6 LARGE BARGES WITH 25 SMALLER CRAFT REPORTED AT 51°40'N 04°10'E.

S-7 UNKNOWN BECAUSE OF HEAVY COMPLETE UNDERCAST. PHOTOS OF NO VALUE.

S-8 LT. WITT REQUESTS THAT THE TWO P-47 PILOTS WHO ESCORTED HIM TO ENGLAND WHEN HE WAS IN DISTRESS, AND WHO RAN OUT OF GAS AND LANDED WITH HIM AT BUNGAY A/D, BE THANKED FOR THEIR EFFORTS. MANY PILOTS COMMENTED ON THEIR SHORTAGE OF GAS DUE TO THE CLIMB, AND SUGGESTED A COLOR FLARE BE USED TO INDICATE A CREW WAS DITCHING.

S-9 NINETEEN B-17's TOOK OFF FROM THIS BASE AT 1011 FORMING THE LEAD OF THE 3RD BOMB DIVISION TO BOMB DUREN BY PATHFINDER. THREE A/C RETURNED BEFORE CROSSING ENGLISH COAST.

#0634 AT BEACHYHEAD AT 1305 - #2 SUPERCHARGER WENT OUT AT 28,000' ALTITUDE

#0353 AT BEACHYHEAD AT 1305 -# OXYGEN REGULATOR CRACKED AND TAIL GUNNER UNCONSCIOUS.

#3263 AT BEACHYHEAD AT 1305 - #2 ENGINE CUT OUT AT FULL THROTTLE AND AND LEAK IN OXYGEN SYSTEM.

SIXTEEN B-17's CONTINUED ON COURSE AND BOMBED ON THE PATHFINDER. COMPLETE UNDERCAST OVER TARGET AND MOST OF THE ROUTE MADE REPORTS OF FLAK AND RESULTS OF BOMBING OF LITTLE VALUE. ONLY TWO E/A ATTACKED OUR GROUP AND THEY WERE INTERCEPTED BY TWO P-47's. FIGHTER SUPPORT WAS EXCELLENT IN EVERY RESPECT AND GREATLY APPRECIATED BY ALL CREWS ON THE ENTIRE ROUTE.

ONE A/C #0114 WAS FORCED TO DITCH BECAUSE OF FUEL SHORTAGE. TWO A/C #0178 AND #9943 WERE FORCED TO LAND AT OTHER A/D's BECAUSE OF FUEL SHORTAGE. ALL OTHER A/C LANDED AT OUR BASE AT 1557 HOURS.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 20-10-43

TIME TAKE OFF

DUREN

L-L

T.F.

W. LEAD

94TH
29000

390
27000

PATHEINDER
3385

MILLER
3465

TUCKER
~~0518~~
7756

SCOTT
6098

O'NEAL
3400

CASPERI
0255

OWEN
0634

KNOWTON
0178

FISCHER
5918

KERR
3462

CARSON
3263

WITI
9943

INFIELD
0353

RENO
~~0342~~
0120

BATEMA
3317

HALLUM
3545

ROUSSTAR
0114

MERTEN
0226

CO

EXTRA

SMITH
0167

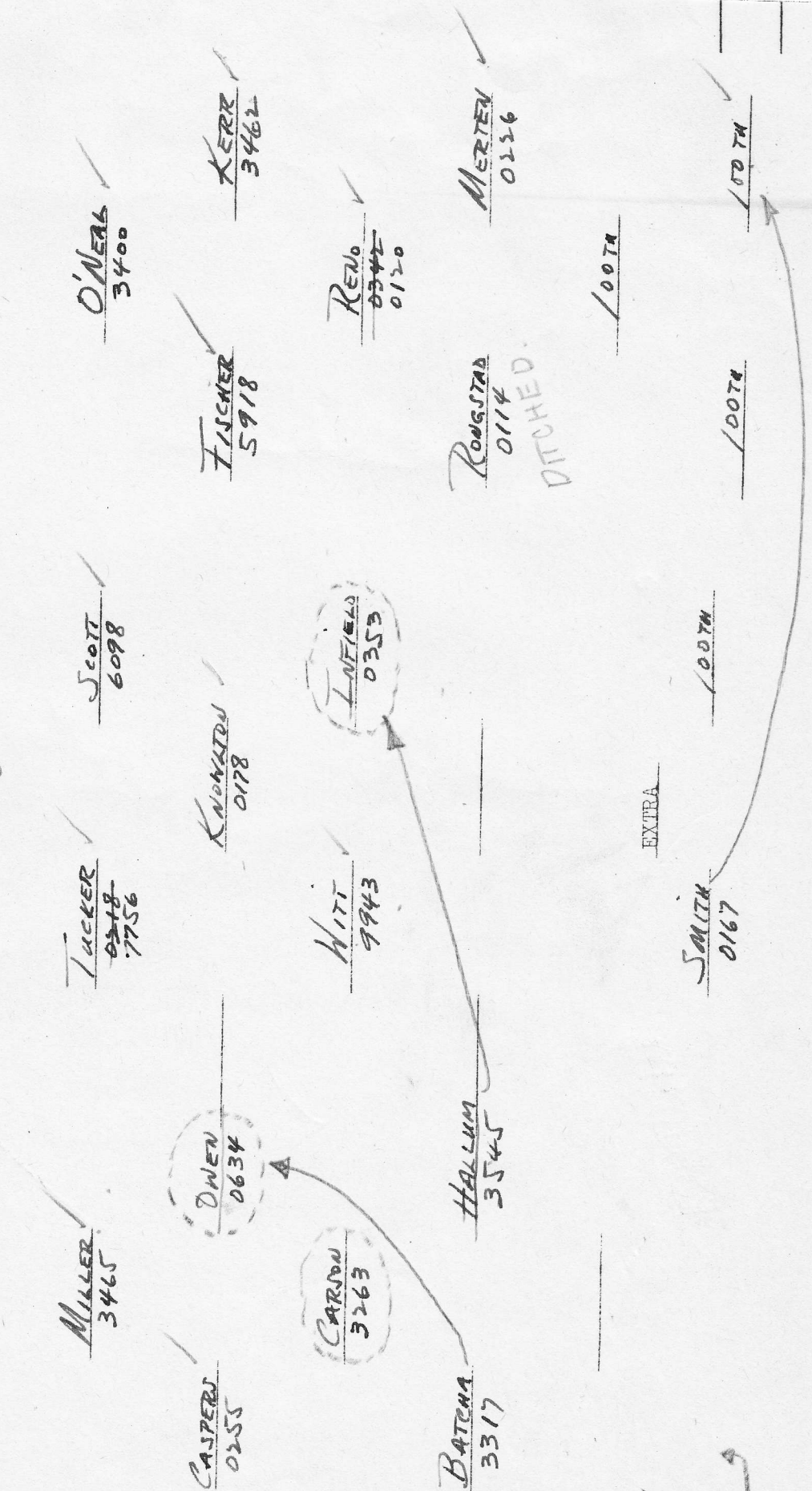
100TH

100TH

100TH

100TH

DITCHED.



C O N F I D E N T I A LHEADQUARTERS
VIII BOMBER COMMAND
APO 634Bomber Command Narrative of Operations
116th Operation - 20 October, 1943

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

One Air Task Force of 3rd Bombardment Division, bombing on Pathfinder a/c through 10/10 cloud, attacked Duren, a German city west of the Rhine engaged in the production of aircraft components and serving as an important railway junction. Bombing results could not be observed and P.R.U. cover has not yet been obtained. A 2nd Air Task Force, dispatched by 1st Bombardment Division, did not bomb the assigned target because the Pathfinder a/c were unable to mark same. One group of this force attacked an opportunity target, the remainder returning without bombing. A 3rd Task Force, composed of B-24s of 2nd Bombardment Division, carried out an uneventful diversionary sweep over the channel south of Beachy Head. As part of their largest operation to date, a/c of VIII Fighter Command, aided by RAF Spitfires, escorted the B-17s along their entire route. Also noteworthy was the use of P-38s for withdrawal escort. Enemy fighter opposition was weak. Claims against e/a are 4-1-1. Nine bombers are missing.

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	(Attacked)	Failed		(Lost)		(Killed)	(Wounded)	(Missing)
3RD BOMB DIV. MISSION NO. 1 DUREN			To Bomb*						
			A.	B.					
94	17	15	2	0	2	0-0-0	0	0	20
95	16	16	0	0	1x	0-0-0	0	0	0
96	21	19	2	0	2	0-0-0	0	0	20
100	8	8	0	0	0	0-0-0	0	0	0
385	17	11	5	1	1	2-0-0	3	1	10
388	16	16	0	0	0	0-0-0	0	0	0
390	14	12	2	0	1	0-0-0	0	1	14
	<u>109</u>	<u>97</u>	<u>11</u>	<u>1</u>	<u>7</u>	<u>2-0-0</u>	<u>3</u>	<u>2</u>	<u>64</u>

1ST BOMB DIV.
MISSION NO. 2
DUREN

91	3	0	0	3	0	0-0-0	0	0	0
92	14	0	0	14	0	0-0-0	0	0	0
303	19	0	0	19	2	2-1-1	0	0	21
305	7	0	0	7	0	0-0-0	0	0	0
306	11	0	0	11	0	0-0-0	0	0	0
351	7	0	1	6	0	0-0-0	0	0	0
379	17	17	0	0	0	0-0-0	1	0	0
381	7	0	0	7	0	0-0-0	0	0	0
384	18	0	3	15	0	0-0-0	0	0	0
	<u>103</u>	<u>17</u>	<u>4</u>	<u>82</u>	<u>2</u>	<u>2-1-1</u>	<u>1</u>	<u>0</u>	<u>21</u>

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

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>MISSION NO. 3</u>					A.	B.				
<u>DIVERSION</u>										
44	18	0	0	0	0	0	0-0-0	0	0	0
93	17	0	0	0	0	0	0-0-0	0	0	0
389	18	0	0	0	0	0	0-0-0	0	0	0
392	17	0	0	0	0	0	0-0-0	0	0	0
	<u>70</u>	<u>0</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	282	114y	15	83	9		4-1-1	4	2	85

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

x Crew picked up by Air Sea Rescue.
 y Does not include a/c on Diversion.

MISSION NO. 1 - DUREN

3rd Bombardment Division dispatched an Air Task Force of 109 B-17s to attack Duren. Bombing was accomplished through 10/10 cloud cover with the aid of Pathfinder a/c, with results yet to be determined by P.R.U. cover. Excellent fighter cover to and from the target was provided by P-47s, P-38s and Spitfires. Enemy fighter opposition was weak and claims are 2-0-0. Seven bombers are missing, 2 to e/a and 5 for reasons unknown.

BOMBING RESULTS: 96 B-17s dropped 509 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail and 1635 x 100 I.B. from 28,000 - 31,000 feet at 1413 - 1416 hours on Duren. There was solid undercast and bombing was done on markers dropped by Pathfinder a/c. Weather conditions prevented observations of results or successful strike photographs, and P.R.U. cover is not yet available. One a/c dropped its load of 38 x 100 I.B. on Aachen.

REASONS FOR FAILURE TO BOMB: 12 a/c failed to bomb - 11 because of mechanical or equipment failures and 1 which was lost before reaching target.

ENCOUNTERS: Enemy fighter opposition was weak. 30 e/a was the largest number reported by any group. These were almost entirely Me-109s and FW-190s, although a JU-88 was reported as flying ahead of one formation from Cambrai to the vicinity of the target. Strong attacks were made only on stragglers.

CASUALTIES: Personnel - 3 crew members were killed, 1 seriously wounded, 1 slightly wounded and 64 are missing. One crew was picked up by Air Sea Rescue Service.

Equipment - 7 B-17s - 1 to e/a and 6 for reasons unknown.

Estimated Battle Damage - 8 category "A", 1 category "AC" and 1 category "E".

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

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

ANTI-AIRCRAFT FIRE: AA fire in the target area was of a continuous following type and was accurate on two groups. Moderate inaccurate fire was reported from Aachen, Munchen and several points on the route back.

ROUTE: Beachy Head to 50°25'N - 01°35'E, to Cambrai, to 50°10'N - 05°00'E, to target (Duren), to Eindhoven, to 51°30'N - 04°52'E, to Westhoofd, to Southwold to bases.

FIGHTER ESCORT: 3rd Bombardment Division formations received escort for the entire mission. Penetration escort was provided by four squadrons of R.A.F. Spitfires as far as Cambrai, and to the target by two groups of P-47s. Target and withdrawal escort was provided by one group of P-47s. The P-47 groups reported encountering approximately 50 Me-109s and FW-190s, but all attacks were successfully broken up. Four e/a are claimed destroyed and five damaged.

OBSERVATIONS: A heavy gun installation on the beach in front of Berck-Sur-Mer. was reported.

MISSION NO. 2 - TARGETS OF OPPORTUNITY

1st Bombardment Division dispatched 103 B-17s to attack Duren. Pathfinder a/c were unable to mark the target as planned and extremely adverse weather conditions prevented visual bombing. One group attacked opportunity targets in Holland. Enemy fighter opposition was weak. Excellent fighter cover was provided by P-47s, P-38s and Spitfires. Two bombers are missing and claims against e/a are 2-1-1.

BOMBING RESULTS: 16 B-17s dropped 156 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail from 28,300 feet at 1430 hours on a dummy airfield near Gilze-Rijen. One B-17 dropped 10 x 500 G.P. on Woensdrecht airfield. Results are believed poor.

REASONS FOR FAILURE TO BOMB: 86 a/c failed to bomb - 4 because of mechanical or equipment failures, 80 because Pathfinder a/c were unable to mark primary target and adverse weather prevented visual bombing, and 2 which were lost before target.

ENCOUNTERS: 1st Bombardment Division reported very light opposition, 13 being the average number of e/a encountered. Single engine fighters predominated, Me-109s being the most frequently mentioned. A few of the usual twin-engine types were sighted, but did no damage. A head-on attack by 8 FW-190s near Cambrai accounted for two B-17s lost by 303rd group.

CASUALTIES: Personnel - 1 crew member was killed and 21 are missing.
Equipment - 2 B-17s were lost, both to e/a.
Estimated Battle Damage - 2 category "A" and 1 category "AC".

ANTI-AIRCRAFT FIRE: Meagre inaccurate fire was encountered on crossing the French Coast and at various points along the route.

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