

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

APO 634
4 November 1943

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

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

1. The 95th Bomb Group was alerted for this Mission at 0006 3 November 1943. Bomb Loading to be 4 x 500 lb. G.P. and 31 M47-AI Incendiaries. The 13th Combat was to form two forces of two Groups each and fly the 2nd Combat Wing of 3rd Bomb Division. The 95th Group was to form the low Group on the 100th Group who was leading the first force. 95th Group also to furnish seven (7) aircraft of Composite Group for high squadron which was to fly low Group on 390th in second force.

2. Twenty two (22) aircraft departed this station at 1040 to form as 95th Group at 2000'. Seven (7) aircraft departed this station at 1000 to form as high squadron of Composite Group over Buncher #8 at 5000'.

3. Ship # 0178 piloted by Capt. Snow, high Squadron leader of Composite Group, returned to this station having aborted at 1130 from the formation over England due to a prop governor failure.

4. Combat Wing rendezvous was made between Buncher # 8 and Splasher # 6 on time without incident. Division formation was made between Splasher # 6 and Cromer and climb started at Cromer. Briefed course was held to target and all ships dropped on Pathfinders bombs. Flak was ineffective and a good bombing run was made.

5. Fighter support in and out of target was excellent.

6. Route home flown without incident and all ships returned without damage to personnel or A/C.

7. Results of bombing are unknown.

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

SECRET
 (EQUALS BRITISH MOD)

DECLASSIFIED
 Authority NND 745005
 By AG NARA Date 2-18-09

		<u>THOMPSON</u> 02 44		
		<u>FISCHER</u> 31 53		<u>YUENGER</u> 34 00
<u>RENO</u> 10 57				<u>ROBINSON</u> 02 35
<u>INFIELD</u> 03 53	<u>HARGROVE</u> 99 43		<u>MERTEN</u> 02 26	<u>BEYETTE</u> 32 73
		<u>SMITH</u> 06 74		<u>OWEN</u> 08 34
	<u>WITT</u> 03 42		<u>JEFFERS</u> 7784	
<u>STERN</u> 01 67		<u>RONGSTAD</u> 35 45		<u>MILLER</u> 34 57 02 55
			<u>BATCHA</u> 03 22	<u>WOODCOCK</u> 33 17
			<u>KERR</u> 34 62	
		<u>EXTRA</u>	<u>ROGERS</u> 30 95	<u>PALMER</u> 01 20
		<u>FORD</u> 35 29		

READINESS 0830
 STATIONS 0950
 TAXI 1005
 TAKE OFF 1020
 RENDEZVOUS 1040

EXTRA SHIPS
 334 7766
 335 0255
 336 _____
 412 _____

RENDEZVOUS ALTITUDES:
X
95
9,000
100
8,000

BOMBING ALTITUDES:
100
23,000
95
22,000

OPERATING PROCEDURES
 CLIMB 300, 1AS
 CRUISE _____
 DESCENT _____

MF/DF H BOMBER-BOMBER A VHF CHANNEL D
 (IN) (OUT)

VHF CALL SIGNS:
 BOMBERS PHONEBOX TWO TWO
 FIGHTERS HAYBANK TWO
 GROUND WARMSUN
 (XXX)

VHF/DF STATIONS:
 FRAMLINGHAM: U/S

BURY ST. EDMUNDS:
 CHARLEY "B" BAKER ON CHANNEL B

R/T COLLECTIVE CALL SIGNS:
 3rd B.D. STAMPOUT
 13th C.W. ZOOTSUIT
 95th B.G. ZOOTSUIT RED
 100th B.G. ZOOTSUIT YELLOW
 390th B.G. "A" " GREEN
 B " BLUE

95th GROUP R/T CALL SIGNS
 LEAD SQUADRON ZOOTSUIT RED ONE
 HIGH SQUADRON " " TWO
 LOW SQUADRON " " THREE

FLARES:
 13th C.W. _____
 95th B.G. _____
 100th B.G. _____
 390th B.G. _____

COLORS OF THE DAY:
0700-1300 Y Y H L
1300-1900 R G D P
 PERIOD CARTRIDGE CHALLENGE REPLY

13th C.W. COLLECTIVE ALDIS
 95th B.G. RED "B"
 100th B.G. RED "D"

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS
 LEAD SQUADRON AMBER "B"
 HIGH SQUADRON GREEN "C"

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

APO 634
4 November 1943

SUBJECT: Navigation Report on Operations of 3 November 1943.

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

1. The Thirteenth Combat Wing formed two Combat Wing formations of two groups each. The Ninety Fifth Bombardment Group flew as low Group of the lead wing. Seven aircraft of the Ninety Fifth Bombardment Group (H) formed the high squadron of the composite group; which flew as low group of the Second Wing. Both wings were led by Pathfinder aircraft.

2. Assembly control times were met as briefed. The Thirteenth Combat Wing crossed the coast at Cromer in good Combat Wing formation.

3. Few pilotage points picked up thru undercast, one near the I.P. Normal "Gee" operations with average fixes to 4°E. One "Gee" fix at 53° 10'N 07° 00E.

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

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

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

3 November 1943.

SUBJECT: S-2 Report.

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

1. Twenty Nine (29) A/C took off beginning at 1020 hours to attack Wilhelmshaven by bombing on pathfinder.
2. The 95th was flying as low group with the 100th leading.
3. Seven (7) A/C of the 95th flew as part of low group of B Group of the 390th.
4. Two (2) A/C returned early, they were: 6178 (Composite), returned at 1140 hours from Norwich, no power in #3 engine. Ship #3529 from the 95th Group returned from off the English coast being a spare A/C.
5. Except for entering enemy coast somewhat west of briefed the briefed route was essentially followed. Fighter escort was excellent. Enemy fighter opposition was negligible. AA defenses were ineffective.
6. Bombing on a good run, on pathfinder, was made on a heading of 30°.
7. All our A/C returned safely with no damage to personnel or A/C.

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

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

HEADQUARTERS
VIII BOMBER COMMAND
APO 634

Bomber Command Narrative of Operations
119th Operation - 3 November, 1943

Mission No. 1 - Wilhelmshaven
Mission No. 2 - Wilhelmshaven
Mission No. 3 - Wilhelmshaven

The largest force of bombers ever employed by the VIII Bomber Command on any one operation attacked Wilhelmshaven, one of Germany's chief U-Boat and ship-construction centers. Three Air Task Forces, composed of B-17's of the 1st and 3rd Bombardment Divisions, and B-24's of the 2nd Bombardment Division, bombing on Pathfinder a/c through 10/10 cloud, dropped more than 1400 tons of bombs. Widespread damage was caused in the Bauhafen shipbuilding area and in the city proper. Fighter protection was provided to and from the target by P-47's and P-38's of the VIII Fighter Command. Enemy fighter opposition was weak. Claims against e/a are 21-3-24. Seven B-17's are missing.

Unit	Number of A/C					Claims	Personnel Casualties		
	(Participated)	(Attacked)	(Failed)	(Lost)	(To Bomb*)		(Killed)	(Wounded)	(Missing)
<u>MISSION NO. 1</u>									
<u>WILHELMSHAVEN</u>			A.	B.					
91	24	23	0	1	3	11-0-13	0	4	30
92	25	25	0	0	0	0-0-0	0	0	0
303	23	22	1	0	0	0-2-1	0	0	0
305	20	20	0	0	0	0-0-0	0	0	0
306	25	23	0	2	2	0-0-0	0	0	20
351	25	24	1	0	1	7-1-6	0	4	10
379	24	24	0	0	0	1-0-0	0	0	0
381	27	26	0	1	0	0-0-1	0	1	0
384	24	24	0	0	0	1-0-2	0	2	0
	<u>217</u>	<u>211</u>	<u>2</u>	<u>4</u>	<u>6</u>	<u>20-3-23</u>	<u>0</u>	<u>11</u>	<u>60</u>
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 2</u>									
<u>WILHELMSHAVEN</u>									
94	33	32	1	0	1	1-0-1	0	0	10
95	27	27	0	0	0	0-0-0	0	0	0
96	50	48	2	0	0	0-0-0	0	0	0
100	26	23	2	1	0	0-0-0	0	0	0
385	27	26	1	0	0	0-0-0	0	1	0
388	30	28	2	0	0	0-0-0	0	0	0
390	28	28	0	0	0	0-0-0	0	0	0
	<u>221</u>	<u>212</u>	<u>8</u>	<u>1</u>	<u>1</u>	<u>1-0-1</u>	<u>0</u>	<u>1</u>	<u>10</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 <u>2ND BOMB DIV.</u> <u>MISSION NO. 3</u> <u>WILHELMSHAVEN</u>	Number of A/C					Claims	Personnel Casualties		
	(Participated)	Attacked	Failed		Lost		(Killed)	Wounded	Missing
			To Bomb*						
A.	B.								
44	28	22	6	0	0	0-0-0	0	0	0
93	28	26	2	0	0	0-0-0	0	0	0
389	33	30	3	0	0	0-0-0	0	0	0
392	28	27	1	0	0	0-0-0	0	0	0
	117	105	12	0	0	0-0-0	0	0	0
<u>PATHFINDERS</u>									
482	11	11	0	0	0	0-0-0	0	0	0
TOTALS	566	539	22	5	7	21-3-24	0	12	70

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

MISSIONS NOS. 1, 2, AND 3 - WILHELMSHAVEN

1st Bombardment Division dispatched an Air Task Force of 222 B-17's, 3rd Bombardment Division dispatched an Air Task Force of 226 B-17's, and 2nd Bombardment Division dispatched an Air Task Force of 117 B-24's to attack Wilhelmshaven. Five Pathfinders flew with 1st Division and six with 3rd Division formations.

BOMBING RESULTS: 434 B-17's dropped 2640 x 500 G.P. 1/10 sec. nose, 1/40 sec. tail, and 9594 x 100 I.B. from 20,300 to 24,000 feet at 1307 - 1334 hours on Wilhelmshaven. 105 B-24's dropped 413 x 1,000 G.P. 1/10 sec. nose, 1/40 sec. tail, and 2039 x 100 I.B. from 21,000 - 23,500 feet at 1330 - 1335 hours on Wilhelmshaven. 1 B-24 dropped 4 x 1000 G.P. 1/10 sec. nose, 1/40 sec. tail on the I.P. Photographic reconnaissance reveals extensive damage to ship-building facilities in the vicinity of the A.P., as well as great destruction to barracks, residential and commercial property in the main city. In the Bauhafen ship-building area, machine and joiners' shops were severely damaged. On the south side of the Bauhafen three large buildings, probably gun storage shops, were badly damaged. In all, results are extremely satisfactory, especially in view of the fact that all bombs were dropped through 10/10 cloud.

REASONS FOR FAILURE TO BOMB: 27 a/c failed to bomb - 22 because of mechanical or equipment failures, 2 because of mid-air collision and 3 because of personnel failure.

ENCOUNTERS: Mission No. 1 - Enemy opposition against most of the groups was very weak. Fighters were first seen by the 40th Combat Wing 10,000 feet below as they broke through the overcast at 53°10'N - 07°45'E at 1245 hours. About 20 to 35 single-engine e/a and 3 to 5 twin-engine e/a started toward the formation and were bounced by P-47's returning toward base. After reforming, they were dispersed by P-38 attack and not seen again. Strongest opposition was encountered by the 1st Combat Wing. 30 to 70 e/a attacked this formation just before the target when no support was present and formation was strung out. 3 B-17's were lost to e/a.

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

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

Mission No. 2 - Enemy fighter opposition was practically nil. Due to excellent fighter support very few direct passes were made. The largest number of e/a seen was about 15.

Mission No. 3 - Enemy fighter opposition was very light and not more than 15 e/a were encountered. Only a few of these made attacks which generally were not pressed home.

E/a seen by all three Divisions during the operation were FW 190s, Me 109s, Me 110s, 3 FW 189s, several JU 87s and a few rocket firing JU 88s.

CASUALTIES: Personnel - 1 crew member was seriously wounded, 11 were slightly wounded and 70 are missing.

Equipment - 7 B-17's - 1 to flak, 3 to e/a, 2 to mid-air collision, and 1 to reasons unknown.

Estimated Battle Damage - 35 category "A", 1 category "AC", 2 category "E".

ANTI-AIRCRAFT FIRE: Meager to moderate inaccurate AA fire was encountered to and from target. Meager to moderate accurate fire of continuous following, as well as barrage type was reported in target area. Some meager inaccurate AA fire was reported from the Frisian Islands and the southern defenses at Emden. 1 B-17 was lost to flak.

ROUTE: Mission No. 1 - Bases to 54°00'N - 03°15'E to 54°00'N - 05°00'E to 53°10'N - 07°00'E to 53°10'N - 07°50'E to target to 54°20'N - 05°00'E to 53°40'N - 03°55'E to Cromer to bases.

Mission No. 2 - Bases to 53°10'N - 02°12'E to 53°55'N - 03°50'E to 54°00'N - 05°00'E to Schiermonnikoog to German Coast to 53°10'N - 07°50'E to target to German Coast to 54°35'N - 04°15'E to Cromer to bases.

Mission No. 3 - Bases to 52°57'N - 01°06'E to 53°23'N - 02°25'E to 53°58'N - 02°53'E to 54°01'N - 03°45'E to 54°05'N - 05°00'E to 53°10'N - 07°00'E to 53°10'N - 07°50'E to target to 54°32'N - 04°00'E to 54°08'N - 03°25'E to 53°41'N - 02°50'E to Cromer to bases.

FIGHTER ESCORT: Exceptional fighter escort to the target and return was provided by seven groups of VIII Fighter Command P-47's and one group of P-38's. Especially noteworthy was the performance of the P-38's, which maintained very close contact with 1st Division B-17's withdrawing from Wilhelmshaven. Some P-38's made several trips from the target to the coast, escorting small flights of B-17's, and intercepting enemy attacks on the bombers. Claims of P-38 pilots are 3-5-5. Two groups of P-47's provided general penetration and withdrawal escort for 1st Division formations. A third P-47 group met strong enemy opposition before rendezvous with the bombers. Enemy attacks forced these fighters to jettison their belly tanks so that they were unable to carry out their escort mission.

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

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

Second and Third Air Task Forces were each escorted by two groups of P-47's. Moderate enemy opposition was encountered. 2 P-47's are missing. Total claims by fighters are 14-5-7.

OBSERVATIONS: A wing-shaped object resembling a Henschel type glider bomb was seen coming through the clouds at a steep angle over the target area. Wing was white, had a span of about 12 feet, no fuselage and had a black Nazi cross painted on it. Some FW 190s were reported carrying belly tanks and other FW 190s were seen shooting rockets.

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WEATHER

1st Bombardment Division: Over target 10/10 altocumulus tops 15,000 to 17,000 feet; occasional small breaks, 4/10 to 6/10 cirrocumulus above 25,000 feet, visibility 10 miles.

2nd Bombardment Division: Over target 10/10 stratus and stratocumulus, 6/10 to 8/10 altocumulus and altostratus, base 12,000 to 14,000 feet, tops 15,000 to 17,000 feet, 3/10 to 5/10 thin cirrus.

3rd Bombardment Division: Over target 8/10 to 10/10 altocumulus and altostratus, base 14,000 feet, tops 17,000 feet, low cloud making complete undercast. 3/10 to 4/10 cirrostratus base 22,000 to 24,000 feet, 1/10 to 2/10 cirrus above 30,000 feet, visibility 10 miles.

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