

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

7 November 1943

SUBJECT: S-3 Narrative Report on Operational Mission, 7 November 1943.

TO : Commanding Officer, 95th Bombardment Group, A.P.O. #634.

1. The 95th Bomb Group was alerted for this mission at 2258, 6 November 1943. The 95th Bomb Group was to fly the last Group at 25,000 feet in a javelin down formation of three Groups in the 13th Combat Wing formation. 95th Group was to furnish eighteen (18) ships for Group formation and three ships from 100th Group were to fill in last element of high squadron. Bomb loading was to be 10x500 lb. demolition bombs.

2. Eighteen (18) aircraft departed this station at 0744 hrs.; to assemble as Group over Buncher #8 at 2000' above top layer of overcast. Three (3) ships from 100th Group assembled with 95th formation at same altitude.

3. Ship #6080, piloted by Lt. Wallace, returned to this station at 0955 hrs., having aborted while over England due to an internal engine failure on #2 engine. Ship #1123 returned to this station at 1129 hrs., having aborted while over enemy territory, due to a failure of co-pilot's oxygen regulator.

4. Combat Wing assembly was made without incident and Wing proceeded across channel. Due to difference of winds at altitudes of three Groups, it was necessary for 95th Group to fly at an indicated 165 m.p.h. in order to keep in formation. Even so, the correct formation could not be held and as a result the three groups were strung out on the bombing run so that the 100th and 95th could not see flares or smoke bombs of lead Group. Group leader attempted to ascertain spot where lead Group's bombs were dropped and ordered bombardier to drop his bombs. Results of 95th bombing were poor.

5. Briefed course was held throughout mission and very little flak was encountered. The flak was slight and ineffective.

6. Fighter support was excellent.

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



SECRET MOST SECRET

DECLASSIFIED

Authority NND 745005

By 14 NARA Date 2-18-09

(EQUALS)

NEFIELD 0182  
THOMPSON 0226

WEHRMAN 0120

BEKETTIE 0322

ROBINSON 0235

WOODCOCK 3317\*

MILLER 3465

WALLACE 6080

0342

POWERS 3153

BATCHA 0634

ROGERS 0233\*

CASPERS 0218

KERN 3462  
RENO 3153

STERN 1123

FORD 6098\*

TUBEROSE 3263

EXTRA



READINESS 0615  
STATIONS 0715  
TAXI 0733  
TAKE OFF 0748  
RENDEZVOUS 0808  
SR#8 0948

27,000  
340 26,000  
100 25,000  
95

EXTRA SHIPS  
334 3545  
335 1063  
336 3529  
412

RENDEZVOUS ALTITUDES:

27,000  
340  
26,000  
100th G.

BOMBING ALTITUDES:

26,000  
100th  
25,000  
95th  
15,000  
95th

OPERATING PROCEDURES

CLIMB 150 MPH 250' per min.  
CRUISE 155  
DESCENT 170 @ 500' P/M

F/DF H

BOMBER-BOMBER "B"

VHF CHANNEL D (IN) D (OUT)

VHF CALL SIGNS:

BOMBERS PHONEBOX TWO ONE  
FIGHTERS HAYBANK TWO  
GROUND WARMSUN (IN)

JAME  
"  
"  
(OUT)

VHF/DF STATIONS:

FRAMLINGHAM: u/s

BURY ST. EDMUNDS: CHAIRLEG (B) BAKER

R/T COLLECTIVE CALL SIGNS:

1st B.D. STAMPOUT  
3th C.W. ZOOTSUIT  
5th B.G. ZOOTSUIT RED  
100th B.G. ZOOTSUIT YELLOW  
90th B.G. ZOOTSUIT GREEN

95th GROUP R/T CALL SIGNS

LEAD SQUADRON ZOOTSUIT RED ONE  
HIGH SQUADRON " " TWO  
LOW SQUADRON " " THREE

LARES:

13th C.W. G6  
95th B.G. RG  
100th B.G. RV  
390th B.G. G6

COLORS OF THE DAY:

0700-1300 R-Y B-BAKER S-SUGAR  
1300-1900 R-Y Y-YORK D-DOG  
1900-0100 R-R G-GEORGE H-HARRY  
PERIOD CARTRIDGE CHALLENGE REPLY

5th C.W. COLLECTIVE ALDIS

5th B.G. RED "B"  
10th B.G. RED "D"  
10th B.G. RED "J"

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS

LEAD SQUADRON LMBER "B"  
HIGH SQUADRON GREEN "B"  
LOW SQUADRON RED "B"

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

APO 634  
10 November 1943

SUBJECT: Navigation Report of Operations of 7 November 1943.

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

1. The Ninety Fifth Bombardment Group (H), took off and climbed individually through the overcast. The rendezvous at Gillingham was met one minute late, and it was observed that the other groups were approaching from the south. A wide turn was executed at Gillingham to fall behind the lead groups.

2. Upon approaching the target area, the navigators recognized the target, but the bombs were not dropped, because the P.F.F. flares could not be recognized. The bombs were released at 1127 hours at  $51^{\circ} 00'N$   $06^{\circ} 10'E$ .

3. The "Gee" boxes in operation gave very good results on Eastern Wyoming, but no signals were received on R.F. - 24 units. These units were turned on a frequency meter because of no tuning transmission information being received.

4. Log book procedures were very good.

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

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

7 November 1943

SUBJECT: S-2 Report.

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

1. 95th Group took off beginning at 0745 and all landed by 1320. A course south of briefed course was followed both into the target and out. On the route in they passed just north of Lille and on the route out passed over Antwerp.

2. The 95th Group was the low and last group of the 13th Combat Wing.

3. Our group bombed on a heading of approximately 295° Mag. due to failure to see the flares from the Pathfinder this group dropped their bombs NW of Duren on the route out at a point designated at 51°00'N 06°10'E.

4. A/C #1123 turned back from 50°45'N 02°45'E at 25,000 feet oxygen system out. Bombs returned. One A/C #3153 landed at Thorpe Abbott. Oil pressure went down and one prop was windmilling. A/C #6080 turned back from Coggeshall, England at 0930 #2 engine oil pressure down (feathered Prop) #4 engine heating.

STANLEY R. WHEATON,  
1st Lt., Air Corps,  
Ass't. S-2 Officer.

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

HEADQUARTERS  
VIII BOMBER COMMAND  
ABO 634

Bomber Command Narrative of Operations  
124th Operation - 7 November, 1943.

Mission No. 1 - Wesel

Mission No. 2 - Duren

Two Air Task Forces of B-17s of 1st and 3rd Bombardment Divisions participated in an attack on targets in the Rhineland. Duren and Wesel, transportation and manufacturing centers, were bombed, with available evidence indicating poor results. VIII Fighter Command P-47s, provided cover for the entire operation. Bombing was by Pathfinder method, with 10/10 cloud at Wesel and clear weather at Duren. There were no losses and no claims.

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed	Lost	To Bomb+		Killed	Wounded	Missing
MISSION NO. 1									
<u>WESEL</u>									
			A.	B.					
91	18	14	4	0	0	0-0-0	1	0	0
351	20	19	1	0	0	0-0-0	0	0	0
381	<u>21</u>	<u>20</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>2</u>	<u>0</u>
	<u>59</u>	<u>53</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>1</u>	<u>2</u>	<u>0</u>
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 2</u>									
<u>DUREN</u>									
390	20	18	1	1	0	0-0-0	0	0	0
100	23	23	0	0	0	0-0-0	0	0	0
95	<u>17</u>	<u>16</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>60</u>	<u>57</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>PATHFINDER</u>									
482	3	2	1	0	0	0-0-0	0	0	0
TOTALS	122	112	9	1	0	0-0-0	1	2	0

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

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

MISSION NO. 1 - WESEL

An Air Task Force of 59 B-17s of 1st Bombardment Division led by two Pathfinders of the 482nd Group participated in an attack on Wesel through 10/10 cloud. Fighter support was provided for the entire operation. Fighter opposition was weak and flak was meagre. There were no claims and no losses.

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

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

BOMBING RESULTS: 53 B-17s, plus one Pathfinder a/c, dropped 343x500 G.P., fused 1/10 sec. nose, 1/100 sec. tail and 784x100 I.B. from 26,000-27,000 feet at 1124-1125 hours on Wesel. 10/10 cloud over the target prevented observation of results. PRU cover is not yet available.

REASONS FOR FAILURE TO BOMB: 7 a/c including 1 PFF a/c, failed to bomb due to mechanical and equipment failures.

ENCOUNTERS: Due probably to very effective escort, no attacks were made on a/c of the 1st Division. About 10 FW-190s and Me-109s were sighted over the continent by all groups.

CASUALTIES: Personnel - 1 crew member was killed and 2 slightly wounded.  
Equipment - Nil  
Estimated Battle Damage - Nil

ANTI-AIRCRAFT FIRE: Flak was meagre and inaccurate at the enemy coast and over the target.

ROUTE: Lowestoft to 52°19'N - 03°30'E, to 52°32'N - 03°35'E, to 52°40'N - 05°35'E, to 51°25'N - 06°20'E, to target, to 51°05'N - 04°55'E, to 51°16'N - 04°00'E, to 51°36'N - 03°39'E, to 52°00'N - 02°40'E, to Aldeburgh.

MISSION NO. 2 - DUREN

57 B-17s of the 3rd Bombardment Division, led by one Pathfinder of the 482nd Group, attacked targets in the Duren area. Fighter opposition was nil and flak was meagre. There were no claims and no losses.

BOMBING RESULTS: 37 B-17s, plus one Pathfinder a/c, dropped 136x500 G.P. fused 1/10 sec. nose, 1/100 sec tail and 752x100 I.B. from 26,700 - 28,000 feet at 1114 hours on Duren.

20 B-17s also dropped 160x500 G.P. fused 1/10 sec. nose, 1/100 sec tail and 160x100 I.B. from 24,500 - 26,700 feet at 1114 - 25 hours on a secondary target identified as Randerath. Present evidence indicates poor results, on both targets, but no PRU cover is available.

REASONS FOR FAILURE TO BOMB: 3 a/c failed to bomb - 2 because of mechanical or equipment failures and one because of late take-off.

ENCOUNTERS: Fighter opposition was nil. There were less than 10 e/a seen by all groups, and due to excellent fighter cover, not one of them came in close enough to be identified.

CASUALTIES: Personnel - Nil  
Equipment - Nil  
Estimated Battle Damage - 3 category "A".

ANTI-AIRCRAFT FIRE: Meagre, inaccurate AA fire was seen over Dunkirk on the way to the target and over Antwerp, Walcheren and the Schouwen Islands on the way home. At the target, AA fire was meagre and somewhat more accurate but not damaging. One of our a/c reported a shell passing through its wing and exploding after passing through. This occurred over Duren.

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

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

ROUTE: Bases to 51°06'N - 02°03'E, to 51°08'N - 02°12'E, to 51°08'N - 02°32'E, to 51°04'N - 02°54'E, to 50°44'N - 03°20'E, to 50°00'N - 05°00'E, to 50°45'N - 06°10'E, to target, to 51°11'N - 03°56'E, to 51°22'N - 03°20'E, to 51°35'N - 02°40'E, to 51°46'N - 02°21'E, to 51°52'N - 02°09'E, to bases.

FIGHTER ESCORT

Very complete fighter cover was provided for both missions by 6 groups of VIII Fighter Command P-47s. Mediocre enemy opposition was encountered with one Me-210 destroyed. 6 P-47s are missing for reasons unknown.

OBSERVATIONS

Smoke screens were observed generally throughout the Ruhr.

WEATHER

1st Bombardment Division: Route Out - 9/10 to 10/10 cumulonimbus at Continental coast tops 18,000 feet and 10/10 cumulonimbus with tops 20,000 feet at target. Visibility 5 to 7 miles over England increasing to 10 miles over North Sea and Continent. Target: (Wesel) - 10/10 cumulonimbus tops 20,000 feet, nil medium and high cloud. Visibility 10+ miles. Return Route: Similar to route out.

3rd Bombardment Division: Route Out - 1/10 to 2/10 at English coast. 8/10 to 10/10 cumulus top 24,000 feet over Continental coast. This cumulus overcast persisted over the Continent with top 15 to 24,000 feet. Target: (Duren) A hole in the overcast 50 miles in diameter. 3/10 to 5/10 cumulus tops 10,000 feet, within the hole no clouds immediately over the target. Visibility 10 to 15 miles. Return Route - 8/10 to 10/10 cumulus and stratocumulus top 10 to 15,000 feet, occasional tops to 24,000 feet. Broke to 5 to 7/10 cumulus top 7,000 feet between Antwerp and the Continental coast. 5/10 cumulus and stratocumulus top 6,000 feet in mid-North Sea.

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