

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

APO 634,
20 November 1943.

SUBJECT: S-3 Narrative Report on Operational Mission, 19 November 1943.

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

1. The 95th Bomb Group was alerted for this mission at 0900, 18 November 1943. Bomb loading to be 10 x 500 pound GP bombs. The 13th Combat Wing was to form the lead Combat Wing of the 3rd Bomb Division. The 95th Group to lead the 13th Combat Wing at 27,000 feet. Two PFF airplanes were furnished this Group and were to fly in the lead and deputy lead positions.

2. Twenty two (22) aircraft departed this field at 0822 to form the 95th Group. Group assembly was over this field at 2000 feet. No difficulty was encountered in assembly or climb due to weather. An increase in predicted winds aloft caused all timings to be off and when it was found that controlled times could not be kept the 95th Group attempted to call the 100th and 390th Groups to tell them of a late Wing rendezvous. Contact could not be made, however at Gt. Yarmouth all three Groups made excellent Wing rendezvous with all Groups seven (7) minutes late. It appeared that the 45th and 4th Combat Wings were also late at Gt. Yarmouth, and the 3rd Bomb Division was formed at Gt. Yarmouth.

3. Ship # 1123 piloted by Lt. Rongstad crashed on take-off at 0833. Ship # 0218 piloted by Lt. Tucker aborted from the formation, while over England, due to a runaway prop on # 1 engine. Ship # 7734 piloted by Lt. Jeffers aborted from the formation, while over England, due to the loss of supercharger on # 2 engine. Ship # 3153 piloted by Lt. Conley aborted from the formation, while over the North Sea, due to the loss of supercharger on # 2 engine. Ship # 0613 piloted by Capt. Gurney with Wing Leader, Major Mumford aboard aborted from the formation, while over the North Sea, due to a broken supercharger regulator on # 2 engine.

4. Ship # 0613 (PFF) with Wing Leader, Major Mumford aboard lost # 2 supercharger shortly after reaching rendezvous altitude of 24,000 feet. This ship remained in the lead of the 95th Group until Combat Wing rendezvous had been effected and the wing was on course across the North Sea. Airspeed could be maintained at 24,000 feet on three engines by over boost but it was felt that proper airspeed could not be maintained at 27,000 feet, so Group lead was turned over to the second PFF in the Group and # 0163 returned to Alconbury.

5. The briefed course across the channel was held and into enemy territory. The PFF leading the 95th Group had an equipment failure and the 13th Combat Wing executed a 270° turn to fall in behind another Combat Wing. The 13th Combat Wing bombed on the red parachute flares of the new lead Combat Wing. The bombs are estimated to have fallen in the vicinity of Winterswijk.

6. Course home was north of briefed course with the 3rd Bomb Division flying north of 52°09'N 07°10'E and then followed direct to Oxfordness.

7. Fighter support was good, and all aircraft returned safely.

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

DATE 11-19-43

FORM 3

STATION 119

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
PFF	J 0613	Gurney		0827		1221		Landed at Alconbury
PFF	B 0328	Collins		0821		1411		
334	B 0342	Infield		0822		1351		
334	H 6039	Palmer		0822 ⁺		1414		
334	J 1123	Rongstad		0831				Crashed at 0833
334	C 0353	Brink		0823 ⁺		1412		
336	M 0244	Storie		0824		1404		
335	Q 7756	Wallace		0824 ⁺		1403		
335	P 6080	Powers		0825 ⁺		1405		
335	W 0218	Tucker		0826		1106		Runaway Prop #1 Engine
335	S 0178	Ford		0826 ⁺		1408		
412	P 0322	Batcha		0828		1415		
335	R 6098	Scott		0828 ⁺		1406		
412	Y 3317	Brown		0829		1406		
412	W 3273	Beyette		0830		1407		
412	R 9869	Fischer		0948 ⁺		1421		
336	G 7734	Jeffers		0830 ⁺		1216		#2 Turbo

STATION 119

FORM 3

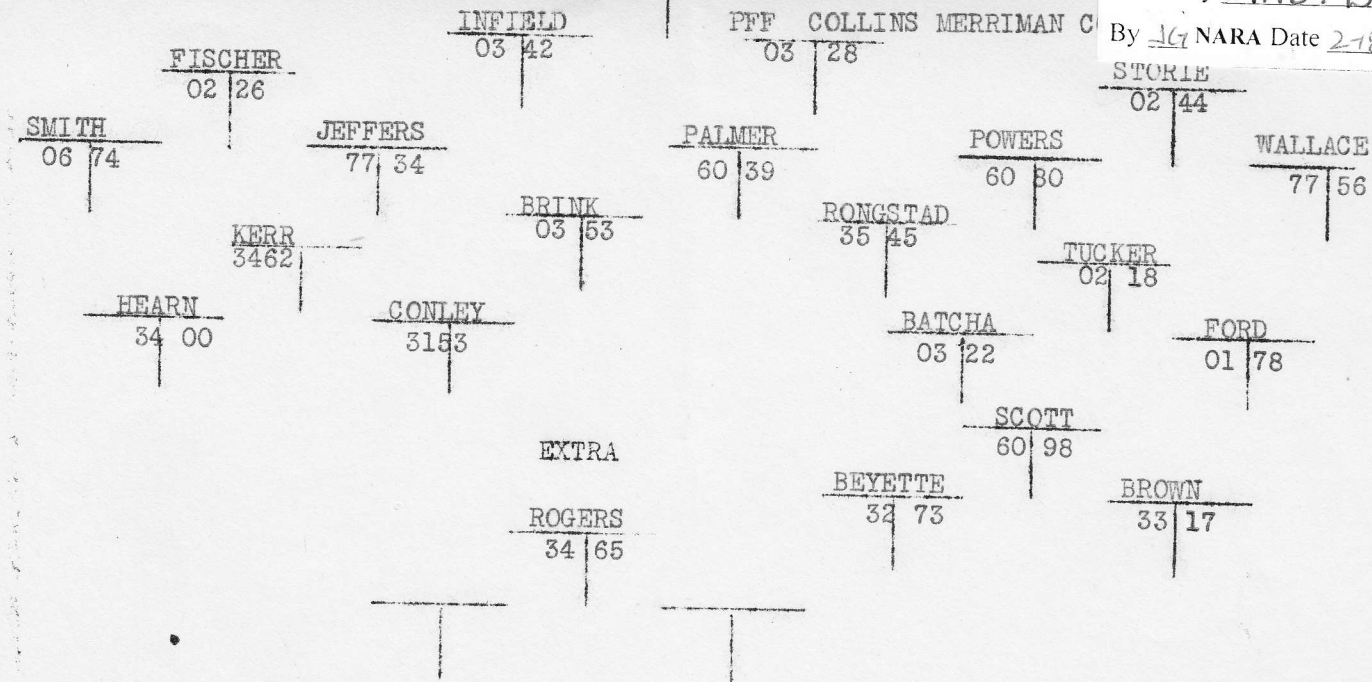
DATE 11-19-43

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
336	C 0674	Smith		0832		1417		
336	B 3462	Kerr		0832		1415		
336	A 3153	Conley		0833		1229		Aborted #2 Turbo
336	D 3400	Hearn		0833		1416*		
412	N 3465	Rogers		0834		1410		

0613

Authority NND 745005

By AG NARA Date 2-18-09



READINESS 0655
STATIONS 0755
TAXI 0807
TAKE OFF 0822
RENDEZVOUS 0842

EXTRA SHIPS
 334 1123
 335 _____
 336 5918
 412 9869 0235 (Lead)

RENDEZVOUS ALTITUDES:

95th
 24,000
100th
 23,000
390th
 22,000

BOMBING ALTITUDES:

95th
 27,000
100th
 26,000

OPERATING PROCEDURES

CLIMB
CRUISE
DESCENT

F/DF G BOMBER-BOMBER A

VHF CHANNEL D
~~(11)~~ ~~(001)~~

HF CALL SIGNS:
 COMBOMBERS PHONEBOX 1-1
 FIGHTERS HAYBANK 1
 ROUND WARMSUN
~~(11)~~

VHF/DF STATIONS:
 FRAMLINGHAM: U/S

BURY ST. EDMUNDS: CHARLIE B (BAKER)
 ON CHANNEL B

R/T COLLECTIVE CALL SIGNS:

3rd B.D. STAMPOUT
 3th C.W. ZOOTSUIT
 5th B.G. " RED
 00th B.G. " YELLOW
 90th B.G. " GREEN

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

ALPHABETS:

3th C.W. GG
 5th B.G. GG
 00th B.G. RY
 90th B.G. GY

COLORS OF THE DAY:

<u>0700-1300</u>	<u>R=Y</u>	<u>L</u>	<u>P</u>
<u>1300-1900</u>	<u>R-RR</u>	<u>J</u>	<u>V</u>
<u>1900-0100</u>	<u>Y-YR</u>	<u>O</u>	<u>I</u>
PERIOD	CARTRIDGE	CHALLENGE	REPLY

3th C.W. COLLECTIVE ALDIS

5th B.G. RED "B"
 00th B.G. RED "D"
 90th B.G. RED "J"

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS

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

C O N F I D E N T I A LHEADQUARTERS
VIII BOMBER COMMAND
APO 634Bomber Command Narrative of Operations
134th Operation - 19 November, 1943.Mission No. 1 - Opportunity Targets
in Western Germany.

Three Combat Wings of the 3rd Bombardment Division, each led by two Pathfinder a/c, were assigned to attack Gelsenkirchen in the Ruhr. Pathfinder equipment functioned imperfectly, and the formation flew considerably north of the briefed route. The primary target, Gelsenkirchen, was not located, and bombs were dropped through heavy clouds at scattered points northwest of the Ruhr. Bombing results were unobserved and cloud-obscured strike photographs prevented identification of targets. No e/a were encountered, and all bombers returned to England. VIII Fighter Command P-47s provided penetration, target, and withdrawal support.

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed		Lost		Killed	Wounded	Missing
			To Bomb*	Other					
<u>MISSION NO. 1</u>			<u>A.</u>	<u>B.</u>					
<u>TARGETS OF OPPORTUNITY</u>									
95	17	16	1	0	0	0-0-0	0	0	0
100	21	15	6	0	0	0-0-0	0	0	0
390	23	22	1	0	0	0-0-0	0	0	0
388	19	16	3	0	0	0-0-0	0	0	0
96	42	41	1	0	0	0-0-0	0	0	0
94	18	0	6	12x	0	0-0-0	0	0	0
385	21	17	1	3	0	0-0-0	0	0	0
	<u>161</u>	<u>127</u>	<u>19</u>	<u>15</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>PATHFINDER</u>									
482	6	3	3	0	0	0-0-0	0	0	0
TOTALS	167	130	22	15	0	0-0-0	0	0	0

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

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

x Due to Failure of Equipment of PFF a/c leading the formation.

BOMBING RESULTS: 130 B-17s dropped 544 x 500 G.P. fused 1/10 sec. nose, 1/40 sec. tail, and 2906 x 100 I.B. from 22,400 - 27,400 feet at 1241 - 1251 hours. The briefed route was not followed and bombs were dropped at scattered points estimated to be near the German - Dutch border, northwest of the Ruhr. Strike attack photographs were cloud-obscured, and the few bursts that could be plotted were in open country north of Bocholt, Germany.

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

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

REASONS FOR FAILURE TO BOMB: 37 a/c, including 3 PFF a/c, failed to bomb - 22, including 3 PFFs, due to mechanical and equipment failure, 12 which abandoned mission because of PFF equipment failure, and 3 due to personnel failure.

ENCOUNTERS: Enemy fighter opposition was nil. 8 to 10 FW-190s were seen in the vicinity of Amsterdam but stayed well below the formation. 2 e/a, thought to be FW-190s, were seen at a distance in the vicinity of Lingen, Germany.

CASUALTIES: Personnel - Nil
Equipment - None were lost.
Estimated Battle Damage - 1 category "E".

ANTI-AIRCRAFT FIRE: Moderate accurate unseen AA fire was encountered in the Amnem area. This flak was of the predicted concentration type with some of the continuously pointed type. Moderate inaccurate continuously pointed AA fire was observed at Ijmuiden and The Hague. Meagre inaccurate AA fire was reported from Zwolle, Katwijk aan Zee, and Emmerich. Some of the flak on leaving the coast was evidently directed at the fighter support at 30,000 feet.

ROUTE: Bases to 52°28'N - 01°42'E, to 52°33'N - 04°30'E, to 52°50'N - 07°40'E, to 52°23'N - 07°53'E, to target of opportunity to 52°02'N - 04°10'E, to Orfordness to Bases.

FIGHTER ESCORT: Penetration, target and withdrawal escort was provided by 5 groups of P-47s. Two additional groups of P-47s were assigned to target and withdrawal escort, but were unable to locate our bombers. No e/a were encountered and all fighters returned safely.

OBSERVATIONS: A highway under construction was observed east of The Hague. The Alkmaar A/D was camouflaged, one runway still being visible.

WEATHER: Route Out - English coast 4/10 to 6/10 cumulus and stratocumulus, tops 6,000 feet to 8,000 feet, 1/10 to 2/10 patchy altocumulus base 14,000 feet. Visibility 1 to 2 miles in haze. Over North Sea 4/10 to 6/10 stratocumulus, tops 5,000 to 6,000 feet. Near the continental coast clouds increased to 5/10 to 6/10 stratocumulus, tops 5,000 feet. Visibility 10 to 20 miles above the clouds. Target - 9/10 to 10/10 stratocumulus, tops 5,000 to 6,000 feet. Unlimited visibility above the clouds. Return Route - Similar to route out except over the North Sea, 5/10 to 7/10 stratocumulus and cumulus, tops to 14,000. Visibility 4 to 6 miles.

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