

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

APO 634  
26 November 1943

SUBJECT: S-3 Narrative Report on Operational Mission, 26 November 1943.

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

1. The 95th Bomb Group was alerted for this mission at 2022, 25 November 1943. The 95th Bomb Group was to supply, in addition to the Group, a formation of six (6) aircraft for the 45th Combat Wing. Bomb loading for 95th Bomb Group to be 12 x 500 lb. G.P. Bomb loading for six additional aircraft to be 8 x 500 lb. G.P. plus 20 x M-47-A1 incendiaries.

2. The 3rd Bomb Division was to form the 2nd and 3rd Air Task forces. The 13th Combat Wing was to form the second combat Wing of the 3rd Air Task force. The 95th Bomb Group was to fly the high Group of the 13th Combat Wing formation at 24,000'. The six (6) aircraft furnished the 45th Combat Wing were to fly the low Squadron of the Composite Group which was to fly the low Group of the 2nd Combat Wing of the 2nd Air Task Force.

3. Twenty two (22) aircraft departed this field at 0735 to form the 95th Bomb Group. Group assembly was over this Base at 2000'. A dark take off and assembly was effected without difficulty. The 95th Bomb Group climbed up to altitude and effected Combat Wing rendezvous without difficulty. Briefed course was held by the 3rd Air Task Force into the target. Fighter rendezvous was as briefed and all fighter support was excellent. The target was overcast and bombs were brought home.

4. Six (6) aircraft departed this field at 0824 to form the low Squadron of the Composite Group. Rendezvous with the 390th Group over Buncher # 8 was made and Composite Group proceeded to Combat Wing rendezvous point. Correct interval was not taken at Louth, the departure point, by the Combat Wings and each Combat Wing proceeded out in line abreast. While climbing over the North Sea there was considerable "S'ing" by all Groups to fall into correct position. Bombing altitude was reached and additional altitude was necessary for the Groups to clear the tops of clouds at Bombing altitude. The leader of the Composite Group pulled up into high Group and echeloned slightly to the right so that the low Squadron was right in the prop wash of the high Squadron of the lead Group. Attempt was made by the leader of the low Squadron to contact the composite group leader to have him echelon to the left and keep out of prop wash. He was unable to contact the leader so had to pull Squadron out to the left away from the Group. The Squadron then became lost in a turn away from them and was unable to catch up, so from there bombs were dropped in the vicinity of Bremerhaven on a flak position

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in order to obtain additional airspeed to catch up with Composite Group leader. Low Squadron bombs were dropped approximately eight (8) minutes before the formation dropped bombs.

5. Twenty eight (28) aircraft departed this Base and Twenty eight (28) aircraft returned without abortions.

6. No injury was sustained to personnel in this Group. Very slight battle damage was sustained.

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

DATE **11-26-43**

FORM 3

STATION **119**

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	G 1057	RENO		0736		1257		
334	E 0182	HARGROVE		0737		1258		
334	B 0302	INFIELD		0737		1256		
334	A 6039	PALMER		0739		1300		
334	F 7766	REED		0739		1300		
336	J 5918	STERN		0739		1259		
412	N 3465	SNOW	LEAD	0740		1302		
335	R 6098	SCOTT		0741		1253	#1 Prop. Feathered	
335	P 6080	POWERS		0742		1301		
335	T 1063	TUCKER		0744		1305		
335	Q 7756	WALLACE		0744		1303		
335	S 0178	FORD		0810		1306		
336	B 3462	KERR		0746		1308		
335	V 3263	TUBEROSH		0827		1309		
334	C 0353	BRINK		0745		1304		
336	MA 0244	FISCHER	LEAD	0746		1249		
336	G 7734	JEFFERS		0747		1254		

FORM 3

STATION 119

DATE 11-26-43

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
336	C 0674	SMITH			0748		1248	
336	L 0226	MARTIN			0748		1252	
336	D 3400	COMLER			0749		1253	
336	A 3153	HEARN			0750		1256	
402	R 9869	ROBERS	EXTR		0751		1307	

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NINETY FIFTH BOMBARDMENT GROUP (H)

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TARGET \_\_\_\_\_

1. 13 C. 95 GROUP POSITION HIGH GP LEADER MAJ CONNELLY-334-10576

2. TAXI TIME 1st A/C 0720 T.O. 1st A/C 0735 ETD \_\_\_\_\_ BASE 0755 ETR 1225

3. SQUADRON 334 NO. OF A/C 6 CALL SIGNS: W/T KDF

	G	E	B	H	F	C						
A/C	:1057	:0182	:0342	:6039	:7766	:0353	:	:	:	:	:	:
A.T.O.	:0736	:0737	:0737	:0738	:0739	:0745	:	:	:	:	:	:
A.T.R.	:1257	:1258	:1254	:1300	:1300	:1304	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 6 CALL SIGNS: W/T WVH

	R	P	T	Q	S	V						
A/C	:6098	:6080	:1063	:7756	:0178	:3263	:	:	:	:	:	:
A.T.O.	:0741	:0742	:0744	:0744	:0810	:0827	:	:	:	:	:	:
A.T.R.	:1253	:1301	:1305	:1303	:1306	:1309	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 8 CALL SIGNS: W/T RTT

	J	B	M	G	C	L	D	A				
A/C	:5918	:3462	:0244	:7734	:0614	:0226	:3400	:3153	:	:	:	:
A.T.O.	:0739	:0746	:0746	:0747	:0748	:0748	:0749	:0750	:	:	:	:
A.T.R.	:1259	:1308	:1249	:1254	:1248	:1252	:1253	:1256	:	:	:	:

SQUADRON 412 NO. OF A/C 2 CALL SIGNS: W/T NCL

	N	R										
A/C	:3465	:9869	:	:	:	:	:	:	:	:	:	:
A.T.O.	:0740	:0757	:	:	:	:	:	:	:	:	:	:
A.T.R.	:1302	:1307	:	:	:	:	:	:	:	:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
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STATION **119**

*Complete*

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
412	O 0634	ROBINSON		0824		1453		
412	P 0322	BATCHA		0825		1436		
412	W 3273	TIGERMAN		0826		1446		
412	Q 1054	CASPERS		0854		1455		
412	Y 3317	WOODCOCK		0827		1510		
412	X 0233	BROWN		0903		1445		

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

APO 634  
26 November 1943

SUBJECT: Navigation Report on Operations of 26 November 1943.

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

1. The Ninety Fifth Bombardment Group (H), was flying as high group in the Thirteenth Combat Wing Formation of the Third Air Task Force.

2. The route briefed was followed very well, with control times being met as scheduled to the English Coast out, when it was necessary to make a slight deviation in order to fall into Division formation. The course was altered over Paris when it was noted that the target was obscured, and that bombing was impossible. The briefed course was followed on the route back.

3. The bombs were not dropped because of a complete undercast which covered the entire target area. The groups were on course over the target.

4. The "Gee" sets worked very well, in some instances over the entire route. Some minor instrument failures were reported. Log book procedures were very good, and show a marked improvement.

5. The combat wing rendezvous was on briefed time and route. The greater rendezvous difficulty arose in gaining Task Force formation.

A Test Transmission for RF-24 units of Station 7000 would greatly aid in obtaining more range with "Gee".

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

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