

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

26 November 1943

SUBJECT: S-2 Report.

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

1. Six (6) A/C took off beginning at 0824 hours to attack Bremen, Germany.
2. Instead of briefed course, made landfall over Alte Mellum Island, then Bremenhaven, Wessermunde, Bremen Area, Oldenburg, and Tessel Island.
3. Our Squadron found it impossible to maintain position as Low Sq. of the 390th Bomb Group on route out so dropped bombs early and cut across Bremen Area to fly with preceding Wing.
4. Approximate Heading when bombs were dropped was 275°.

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

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SUBJECT: Flak Report.

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

1. Meager, to-moderate fire, very low from vicinity of Wilhelmshaven, scattered without much pattern.
2. In Weseemunde area there was a moderate concentration of fire accurate for altitude but off to right. Continuous following type.
3. In Bremen area there was a moderate-to-meager concentration of fire, quite accurate, some barrage type and some continuously pointed.
4. In Bremenhaven area there was a moderate concentration of accurate continuously pointed fire.
5. A four gun battery gave a few scattered bursts from Tessel Island.

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

NOV 26 1943 19-08

COBOMDIV 3

COBOMGP 95

26-11-43

1905

S-2

103A LAST PART

BREMEN, GERMANY

26 NOVEMBER 1943

S-1

NONE.

S-2

MEAGER-TO-MODERATE FIRE, VERY LOW FROM VICINITY OF WILHELMSHAVEN, SCATTERED WITHOUT MUCH PATTERN.

IN WESERMUNDE AREA THERE WAS A MODERATE CONCENTRATION OF FIRE ACCURATE FOR ALTITUDE BUT OFF TO RIGHT. CONTINUOUS FOLLOWING TYPE.

IN BREMEN AREA THERE WAS A MODERATE-TO-MEAGER CONCENTRATION OF FIRE, QUITE ACCURATE, SOME BARRAGE TYPE AND SOME CONTINUOUSLY POINTED.

IN BREMERHAVEN AREA THERE WAS A MODERATE CONCENTRATION OF ACCURATE CONTINUOUSLY POINTED FIRE.

A FOUR GUN BATTERY GAVE A FEW SCATTERED BURSTS FROM TESSEL ISLAND.

S-3

NO A/C OF THIS GROUP ARE MISSING.

OTHER A/C:

- 1 - B-17 WENT DOWN OVER BREMEN AT 1218 HOURS. TAIL CAME OFF. VIOLENT SPIN. NO CHUTES. POSSIBLY LETTER H FROM HIGH GROUP AHEAD.
- 1 - B-17 WENT DOWN AFTER BREMEN AT 1228 HOURS. POSSIBLY HIT BY A BOMB FROM ANOTHER B-17. SLOW SPIRAL. NO CHUTES.
- 1 - B-17 WENT DOWN NEAR GRONINGEN AT 1245 HOURS. OUT OF CONTROL. NO FIRES. NO CHUTES.

S-4

NONE.

S-5

NOT AVAILABLE.

S-6

NONE.

95 Narr.

S-7

BELIEVE BOMBS WERE DROPPED IN VICINITY OF 53° 20' N - 08° 4' E. UNDERCAST. RESULTS UNOBSERVED AND PHOTOS ARE OF LITTLE VALUE BECAUSE OF CLOUDS.

S-8

POOR FORMATION BY LEAD GROUP AND CONTINUAL "S"ING, EVEN OVER NORTH SEA, MADE IT IMPOSSIBLE FOR THIS SQUADRON TO STAY WITH FORMATION.

S-9

A. DESCRIPTIVE SUMMARY:

1. TAKE OFF - 0824 TO 0903. LANDINGS - 1436 TO 1510.
2. INSTEAD OF BRIEFED COURSE, MADE LANDFALL OVER ALTE MELLUM ISLAND, THEN BREMENHAVEN, WESSERMUNDE, BREMEN AREA, OLENBURG, AND TESSEL ISLAND.
3. IMPOSSIBLE TO MAINTAIN POSITION AS LOW SQUADRON OF 390TH BOMB GROUP ON ROUTE OUT SO DROPPED BOMBS EARLY AND CUT ACROSS BREMEN AREA TO FLY WITH PRECEDING WING.
4. APPROXIMATE HEADING OF 275° MAG. WHEN BOMBS WERE DROPPED.

B. FINAL TABULATION:

1. 6 A/C WERE DISPATCHED.

A. NONE

B. 6 A/C BOMBED IN VICINITY OF 53° 20' N - 08° 40' E

C. NONE.

D. NONE.

E. 6 A/C RETURNED TO BASE.

F. NONE.

2. 6 A/C AIRBORNE.

A. NONE.

95 HARR.

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

DATE 26 November 1943

COMPOSITE GROUP COMBAT MISSION

GROUP FORMATION FORM

LEAD

LOW

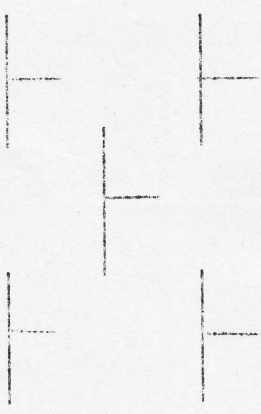
ROBINSON  
06 | 34

TIGERMAN  
32 | 73

CASPERS  
10 | 64

BROWN  
02 | 33

WOODCOCK  
33 | 17



HIGH

EXTRA MEN

- E - Roberson - 335
- ~~E - Gords - 412~~
- TG - Kurek - 335
- TG - Petzack - 412
- LWG - Lensberry - 334
- LWG - Mathis - 335
- RWG - Beaudry - 334
- BTG - Sliwka - 335

- \_\_\_\_\_  
BRIEFING
- \_\_\_\_\_  
READINESS
- \_\_\_\_\_  
STATIONS
- \_\_\_\_\_  
TAXI
- \_\_\_\_\_  
TAKE-OFF
- \_\_\_\_\_  
REMARKS

- EXTRA SHIPS
- 334 3545 0120
- 335 \_\_\_\_\_
- 336 3529 \_\_\_\_\_
- 412 0235 (Lead) \_\_\_\_\_

HEADQUARTERS  
VIII BOMBER COMMAND  
APO 634

Bomber Command Narrative of Operations  
138th Operation - 26 November, 1943.

- Mission No. 1 ( 1st B.D. ) - Bremen
- Mission No. 2 ( 3rd B.D. ) - Bremen
- Mission No. 3 ( 2nd B.D. ) - Bremen
- Mission No. 4 ( 3rd B.D. ) - Paris (No Attack)

In VIII Bomber Command's largest operation to date, eleven combat wings of bombers were assigned to attack targets at Bremen and Paris. Led by PFF a/c, seven combat Wings of B-17s and two of B-24s attacked Bremen with results which have not yet been fully evaluated due to cloud cover and smoke screen. However a heavy tonnage of bombs is known to have fallen in the Bremen area. Enemy air opposition on this mission was generally described as weak, although a few groups met strong German fighter attacks.

The two combat wings of B-17s assigned to attack Paris were forced to return with their bombs, as 10/10 cloud in the target area made positive identification of the small industrial targets impossible.

Fighter escort for the Bremen attack was provided by six groups of P-47s and one group of P-38s. The B-17s going to Paris were escorted over France by two groups of P-47s and seven squadrons of RAF Spitfires.

Twenty-nine bombers are missing. Claims are 24-5-13.

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed		Lost		Killed	Wounded	Missing
MISSION NO. 1						To Bomb+			
BREMEN						A.	B.		
91	29	19	7	3	1	0-0-0	0	0	0
92	23	19	4	0	2	2-0-1	1	3	20
303	35	32	1	2	2	1-0-0	0	0	10
305	22	22	0	0	5	4-3-1	6	3	50
306	29	28	1	0	1	0-0-2	0	0	20
351	38	37	0	1	2	0-0-0	0	2	1
379	37	37	0	0	2	2-0-1	0	2	20
381	29	23	5	1	0	0-0-0	0	17	0
384	21	20	1	0	4	3-0-5	1	3	32
401	20	16	4	0	0	0-0-0	1	1	0
	<u>283</u>	<u>253</u>	<u>23</u>	<u>7</u>	<u>19</u>	<u>12-3-10</u>	<u>9</u>	<u>31</u>	<u>153</u>
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 2</u>									
<u>BREMEN</u>									
95	6	6	0	0	0	0-0-0	0	0	0
96	43	37	5	1	1	0-0-0	0	0	10
100	9	8	0	1	0	0-0-0	0	0	0
388	43	41	2	0	2	0-0-0	0	0	21
390	6	5	1	0	0	0-0-0	0	0	0
	<u>107</u>	<u>97</u>	<u>8</u>	<u>2</u>	<u>3</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>31</u>

Unit	Number of A/C	(Participated)	Attacked	Failed	Lost	Claims	Po			
							(Killed)	Wounded	Missing	
<u>MISSION NO. 3</u>										
<u>BREMEN</u>										
				To Bomb+						
				A.	B.					
44	26	21	5	0	1	4-0-0	1	2	10	
93	25	17	8	0	0	0-0-0	0	0	0	
389	26	23	3	0	1	0-0-0	0	2	10	
392	<u>24</u>	<u>16</u>	<u>6</u>	<u>2</u>	<u>1</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>11</u>
	<u>101</u>	<u>77</u>	<u>22</u>	<u>2</u>	<u>3</u>	<u>4-0-0</u>	<u>1</u>	<u>4</u>	<u>31</u>	
<u>PATHFINDER</u>										
482	14	13	1	0	0	0-0-0	0	0	0	
<u>3RD BOMB DIV.</u>										
<u>MISSION NO. 4</u>										
<u>PARIS</u>										
385	22	0	1	21	0	2-0-1	0	1	0	
94	42	0	0	42	3	5-2-1	0	0	30	
390	21	0	0	21	0	0-0-0	0	0	0	
100	21	0	0	21	1	1-0-1	0	2	10	
95	<u>22</u>	<u>0</u>	<u>0</u>	<u>22</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>128</u>	<u>0</u>	<u>1</u>	<u>127</u>	<u>4</u>	<u>8-2-3</u>	<u>0</u>	<u>3</u>	<u>40</u>	
TOTALS	633	440	55	138	29	24-5-13	10	38	255	

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

MISSION NO. 1 - BREMEN  
MISSION NO. 2 - BREMEN  
MISSION NO. 3 - BREMEN

Nine Combat Wings of 1st, 2nd and 3rd Bombardment Divisions participated in a heavy daylight attack on the city of Bremen. Five Combat Wings of the 1st Bombardment Division attacked first, closely followed by two Combat Wings from 3rd Division and two from 2nd Division, in that order. Pathfinder a/c were used to locate and mark the target which was largely obscured by cloud and a smoke screen. The majority of strike photographs were also obscured by cloud and smoke, but bombs could definitely be seen falling in the south and southeast sections of Bremen. The exact location of bursts and an estimate of damage cannot be made until PRU cover is obtained. Enemy opposition varied from nil for some groups to strong for others. P-47s and P-38s afforded penetration, target and withdrawal support. 25 bombers are missing. Most of the personnel of four crews were picked up by Air Sea Rescue. Claims against enemy aircraft are 16-3-10.

BOMBING RESULTS: 350 B-17s and 72 B-24s dropped 3311 x 500 G.P. fused 1/10 sec. nose, 1/40 sec. tail, and 7541 x 100 I.B. from 23,000 - 27,000 feet at 1145 - 1228 hours on the city of Bremen. Although the majority of the strike photographs are obscured by cloud, and smoke from the smoke screen, it can be

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

seen that bombs fell in the south and southeast sections of Bremen and in scattered areas west and south of the city. The largest concentration that could be observed on the hazy photographs was in the built-up Pagentarner Vorst area, southeast of the center of Bremen. An assessment of damage is impossible until PRU cover is obtained.

13 B-17s and 5 B-24s dropped 159 x 500 G.P. and 345 x 100 I.B. on targets of opportunity with undetermined results.

REASONS FOR FAILURE TO BOMB: 65 a/c failed to bomb - 54 because of mechanical or equipment difficulty, 3 because of personnel failure, 3 were unable to see leader bomb, 2 were unable to join formation, 1 was lost before target, and 2 because of battle damage.

ENCOUNTERS: Strongest enemy fighter opposition was encountered by formations of the 1st Bombardment Division, which preceded 2nd and 3rd Divisions over the target. 1st Division groups report an average of 75 to 100 e/a encountered, identified as Me-109s, FW-190s, JU-88s and Me-110s. Attacks continued from the enemy coast to the target area and back out to the coast. Attacks were made from all directions and appeared to be concentrated on the lead groups. Twin-engine aircraft fired rockets from 600 yards.

Formations of the 2nd and 3rd Bombardment Divisions attacking Bremen reported very light opposition, with 3rd Division groups reporting only 6 FW-190s sighted and no attacks. B-24s of 2nd Division sighted 15 - 20 e/a in all, FW-190s, Me-109s, JU-88s and Me-210s being identified. Only straggling B-24s were attacked.

There were several reports of FW-190s equipped with belly tanks. A few crews reported sighting a formation of JU-87s in the distance. Ineffective aerial bombing by an Me-109 and an Me-210 dropping 20 - 30 small spherical objects were reported.

CASUALTIES: Personnel - 10 crew members were killed, 7 were seriously wounded 28 slightly wounded and 215 are missing. Most of the personnel from 4 crews were picked up by Air Sea Rescue.

Equipment - 22 B-17s are missing - 2 to flak, 2 to accident and 18 for reasons unknown. 3 B-24s are missing - 2 to flak and 1 to accident.

Estimated Battle Damage - 83 category "A", 77 category "AC", 4 category "B" and 1 category "E".

ANTI-AIRCRAFT FIRE: 1st Division - On the route in to target meager, accurate to inaccurate fire was encountered at German coast, with moderate and mostly inaccurate fire reported at other scattered points along the route. Most groups reported intense accurate flak over Bremen. On the return route fire was moderate and inaccurate.

2nd Division - Moderate to intense and fairly accurate fire of barrage and predicted concentration types was reported at Bremen. Meager to moderate fire was reported at other points along the route.

3rd Division - Accurate to inaccurate intense flak of barrage and continuously pointed types, was reported in the target area. Meager to moderate fire was encountered at scattered points on the route in and out from target.

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



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ROUTE: 1st Bombardment Division: North Coates, to 54°25'N - 06°36'E, to 53°45'N - 07°30'E, to 53°34'N - 07°50'E, to 53°18'N - 07°45'E, to target, to 52°52'N - 08°43'E, to 53°04'N - 08°00'E, to 53°05'N - 04°44'E, to 52°42'N - 01°37'E, to base.

2nd Bombardment Division: Base to 53°21'N - 00°02'E, to 54°18'N - 04°30'E, to 54°30'N - 06°30'E, to 53°44'N - 08°10'E, to target, to 53°05'N - 04°50'E to 52°57'N - 01°13'E, to base.

3rd Bombardment Division: Louth, to 53°29'N - 00°11'E, to 53°56'N - 01°23'E, to 54°18'N - 04°15'E, to 54°00'N - 08°20'E, to target, to 53°05'N - 06°41'E, to Texel, to Cromer to base.

FIGHTER ESCORT: Fighter escort for B-17s and B-24s attacking Bremen was furnished by six groups of P-47s and one group of P-38s of VIII Fighter Command. In the target area, our fighters found strong enemy opposition, with s/e fighters, and t/e rocket-firing fighters queuing up to attack bomber formation. In the course of breaking up these attacks P-38s and P-47s destroyed 33 enemy fighters for a loss of one P-47. Fighters reported difficulty in escorting some B-24 formations due to wide distances between the bombers. Enemy fighters were approximately divided between the usual s/e and t/e types: Me-109s, FW-190s, Me-110s and Me-210s, 2 Do-217s were reported destroyed.

OBSERVATIONS: Heavy smoke screens were observed in operation in the target area and at Oldenburg, Emden, Delmenhorst and along a road from 53°21'N - 07°15'E, to 07°20'E. A large hexagon form, larger than a ship, was seen between Langeoog Island and the Continental Coast.

WEATHER: Route Out - Over North Sea 1/10 to 3/10 cirrus and altocumulus, with low cloud forming and becoming 5/10 to 8/10 variable cumulus. Over continent 7/10 to 9/10 cumulus, tops 25,000 feet. Target: 7/10 to 10/10 cumulus, tops to 25,500 feet. Return Route: Similar to route out.

MISSION NO. 4 - PARIS (No Attack)

Two Combat Wings of 3rd Bombardment Division were assigned to attack an industrial target in Paris, but because of 10/10 cloud cover in the target area the bombers returned without attacking. Escort was provided by two groups of P-47s and seven squadrons of RAF Spitfires. Considerable e/a opposition was encountered and 4 B-17s are missing. Claims are 8-2-3.

ENCOUNTERS: Considerable opposition was encountered, with attacks beginning at 1030 hours near the I.P. and continuing over the target and to the vicinity of the French coast on return route. As many as 75 e/a were reported, most of which were FW-190s and Me-109s, with one each of the following types seen: JU-87, He-113, FW-187, JU-88 and Me-110. Aggressive attacks were made, with some e/a diving through the formation to center attacks on the low group. E/A attacked in groups of 2 to 5, with a report of frontal attacks being made by e/a flying in an inverted "V" formation and pressing attacks home at short range. The undercast 5,000 feet below the bombers was used to advantage by the e/a in making their attacks and avoiding fighter escort.

CASUALTIES: Personnel - 3 crew members were slightly wounded and 40 are missing.

Equipment - 4 B-17s were lost - 1 to flak, 1 to e/a and 2 for reasons unknown.

Estimated Battle Damage - 14 category "A", 12 category "AC" and 1 category "B".

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

ANTI-AIRCRAFT FIRE: Intense fire was encountered in the target area. It was generally of a barrage type and inaccurate except for one group. Meager inaccurate fire was reported at Dieppe, Nantes, Beaumont-sur-Oise and Beauvais.

ROUTE: Beachy Head to 50°00'N - 01°15'E, to 49°15'N - 01°37'E, to 48°59'N - 01°42'E, to target, to 48°53'N - 02°42'E, to 49°25'N - 02°03'E, to 50°00'N - 01°15'E, to Beachy Head to Bases.

FIGHTER ESCORT: Seven squadrons of RAF Spitfires and two groups of VIII Fighter Command P-47s escorted B-17s going to Paris. Spitfire escort was from the coast to the Buville area on the route in, and from Beauvais to the French Coast on the route out. Escort in the target area was provided by P-47s, which broke up attacks by 30 or more FW-190s and Me-109s. Most e/a attacks were on the route from Paris to Beauvais. Two Me-109s and 1 FW-190 were destroyed by P-47s and 1 Me-109 was destroyed by Spitfires. 3 P-47s are missing.

OBSERVATIONS: Land obstructions, apparently road blocks, were seen along route to and from target. A heavy gun was reported at 50°05'N - 01°28'E.

WEATHER: Route Out -- Southeast England free of clouds. Over the channel, 1/10 to 3/10 stratocumulus, tops 6,000 feet. French coast, 1/10 to 3/10 altocumulus 12,000 to 14,000 feet, increased inland to 10/10 undercast.

Target: 10/10 altocumulus with occasional breaks, through which stratocumulus was visible. Return Route: Similar to Route Out.

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