

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

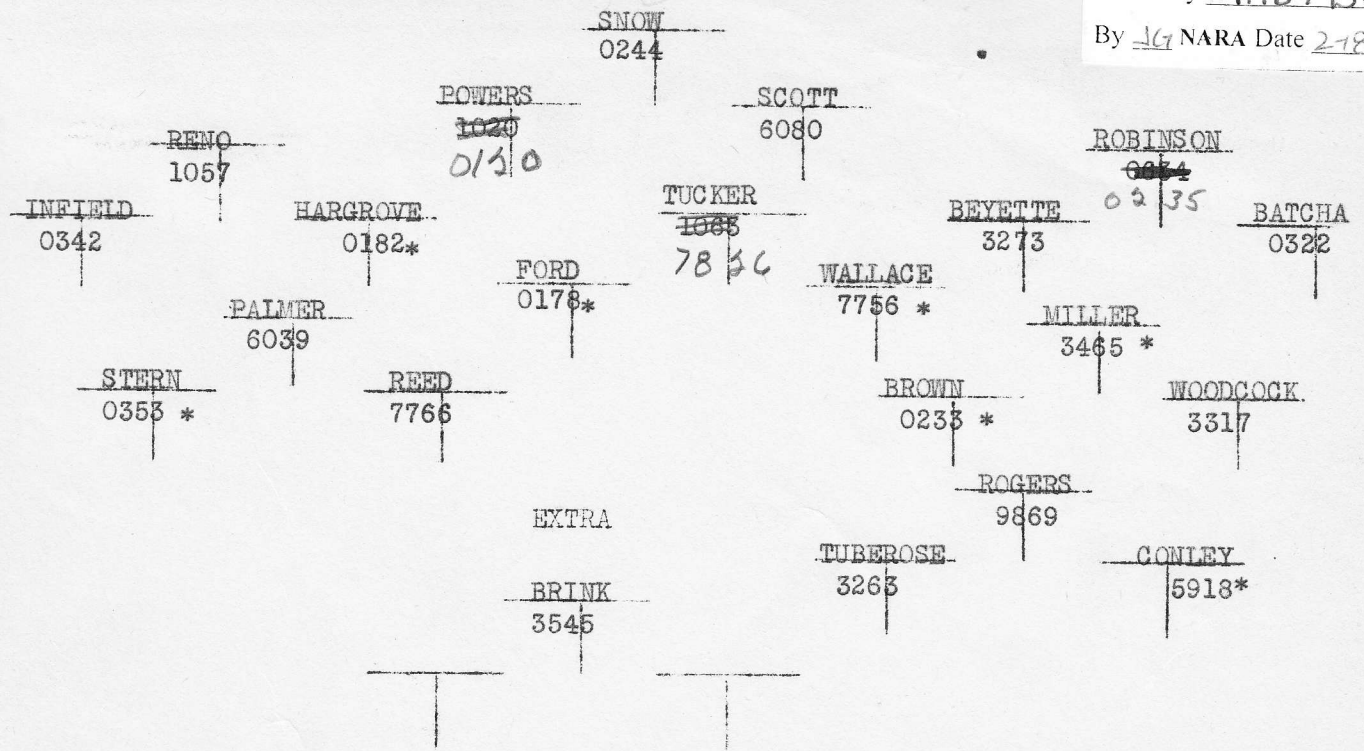
APO 634,
1 December 1943.

SUBJECT: S-3 Narrative Report of Operational Mission 29 November 1943.

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

1. The 95th Bomb Group was alerted for this mission at 2342, 28 November 1943. The 95th Bomb Group was to supply a 21 ship formation with 1 extra aircraft to take place of an abortive. Bomb loading for this Group was 8 x 500 lb. G.P. and 20 M-47-A1 incendiaries.
2. The 3rd Bomb Division was to form the lead Air Task Force. The 13th Combat Wing was to form the 1st Combat Wing of the lead Air Task Force. The 95th Bomb Group was to fly the low Group of the 13th Combat Wing at 26,000 feet.
3. Twenty two aircraft departed this field at 1042 to form the 95th Bomb Group. Group assembly was over this base at 2000 feet. The 95th Bomb Group climbed to rendezvous with the 13th Combat Wing at 11,000 feet which was affected without difficulty. Route followed was North of the briefed course due to unfavorable weather conditions. Fighter rendezvous was made with good fighter support. The bombs were dropped through an overcast approximately 22 miles southeast of Bremen.
4. Ship # 7756 piloted by Lt. Wallace returned to base at 1111 believing he had a gas leak. This ship took off again with same crew at 1136 returning again at 1349 because he could not find the formation. Ship # 3317 piloted by Lt. Woodcock returned to base at 1204 after having lost the ammunition cover to the ball turret. No ammunition could be kept in the turret. Ship # 0342 piloted by Lt. Infield returned to base at 1341 with an excessive leak in propellor dome on # 2 engine. Ship # 6039 piloted by Lt. Palmer did not return from this mission.
5. Twenty two (22) aircraft departed this station at 1042; 19 aircraft bombed, 3 aircraft aborted, and one aircraft is missing in action.
6. No injury was sustained to personnel in this Group. Slight battle damage was sustained.

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



READINESS 0850
 STATIONS 0952
 TAXI 1007
 TAKE OFF 1022
 RENDEZVOUS 1042

EXTRA SHIPS
 334 0522
 335 0522
 336 0226 (Lead) 3529 353
 412 0522

RENDEZVOUS ALTITUDES:
12,000
 390th
11,000
 95th
10,000
 100th

BOMBING ALTITUDES:
28,000
 390th
27,000
 100th
26,000
 95th

OPERATING PROCEDURES
 CLIMB 150 mph @ 250 fpm
 CRUISE 155
 DESCENT 170 mph @ 500 fpm

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

VHF CALL SIGNS:
 BOMBERS PHONEBOX 1-1
 FIGHTERS HAYBANK 1
 GROUND WARMSUN
 (IN) XOXOX

VHF/DF STATIONS:
 FRAMLINGHAM: U/S
 BURY ST. EDMUNDS; CHAIRLEG B (BAKER)
 on Channel B

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

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

FLARES:
 13th C.W. GG
 95th B.G. RG
 100th B.G. GG
 390th B.G. YG

COLORS OF THE DAY:
0700-1300 R-G D J
1300-1900 Y-Y W S
 PERIOD CARTRIDGE CHALLENGE REPLY

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

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

DATE Nov. 29

FORM 3

STATION 119

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
336	M 0244	SNOW		1041		1629		
335	P 6080	SCOTT		1041		1628		
335	D 0120	POWERS		1042		1628 ⁺		
335	0120 0120	TUCKER		1043		1632		
335	Q 7756	WALLACE		1043		1111		GAS LEAK
335	S 0178	FORD		1044		1631 ⁺		
412	0235 0235	ROBINSON		1044		1641 ⁺		
412	P 0322	BATUTA		1045		1620		
412	W 3273	BERETTIE		1046		1619		
412	N 3465	MILLER		1047		1635		
412	K 3317	WOODCOCK		1048		1204		Ball Joint Door.
412	X 0233	BROWN		1049		1624 ⁺		
412	R 9869	ROBERTS		1049		1639		
336	J 5918	CONNOR		1049		1644		
335	V 3263	TURKOSKI		1050		1637		
334	G 1057	RENO		1051		1627		
334	F 0182	HARGROVE		1051		1626		

ION

119

FORM 3

DATE

11-29-43

	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	B 0342	INFIELD		1052		1341	High oil temp	
334	H 6039	PALMER		1053			Did not return.	
334	F 7766	REED		1054		1630		
334	C 0353	STEAR		1054		1644		
334	A 3545	BRINK		1055		1634		
335	Q 7756	Wallace		1136		1349	could not find formation	

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

APO 634,
29 November, 1943.

SUBJECT: Navigation Report on Operations of 29 November 1943.

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

1. The 95th Bombardment Group (H) flew as low group in the Thirteenth Combat Wing, leading the Third Air Division.

2. The route followed was North of the briefed course; it was necessary to climb around frontal activity on a 360° magnetic heading, after leaving the coast, and then intercept the briefed route at altitude. Navigation was difficult because of constantly changing headings, but the route followed to the I.P. was to the West of briefed course. The route back was South of the briefed course.

3. Bombing was through the undercast on the P.F.F. aircraft. A careful survey of the route shows that the bombs fell at 52-59N - 08-08E, approximately twenty-two miles southwest of Bremen, on a magnetic heading of 270° at 1430 hours.

4. Equipment worked well except for a few minor malfunctions. The "Gee" range was normal, but XF transmission was not received. Log book procedures were very good.

ELLIS B. SCRIPTURE,
Captain, Air Corps,
Group Navigator.

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

29 November 1943

SUBJECT: S-2 Report.

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

1. Beginning at 1041, 29 November, 22 A/C of 95th Bomb Group took off to attack Bremen, Germany. The 95th was the low Gp. of the 13th C.W., which was lead C.W. of 3rd. Air Div.

2. The following A/C returned early:
#342 turned back at 1243 from $54^{\circ} 25'N - 01^{\circ} 00'E$ because of oil leak in #3 engine. Brought bombs back.
#3273 turned back at 1345 from $54^{\circ} 10'N - 06^{\circ} 30'E$. #2 & #3 engines would not draw power. Jettisoned bombs at $54^{\circ} 00'N - 04^{\circ} 00'E$.

#2317 returned at 1137 from Spaulding. Ball turret inoperative.

#7756 returned at 1250 from Splasher #4. Took off late due to gas leak and couldn't catch formation.

3. The following bombed other than the target.
A/C #3080 dropped bombs 15 minutes before Group dropped bombs as engines would not keep ship in formation.

A/C #353 dropped bombs at $53^{\circ} 25'N - 07^{\circ} 40'E$ on route out as faulty bomb rack wouldn't release bombs over target.

4. One A/C #093 is missing, reported last seen leaving formation in vicinity Bremen, under control but losing speed. No chutes seen.

5. Flew due north of briefed course for 100mi., then approached target 20mi. west of briefed course.

For the Commanding Officer:

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

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

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed		Lost		(Killed	Wounded	Missing
			To Bomb+						
MISSION NO. 2 (con'd)			A.	B.					
<u>BREMEN</u>									
306	27	0	0	27	0	0-0-0	0	0	0
351	19	0	0	19	0	0-0-0	0	0	0
379	19	18	1	0	2	2-0-0	0	0	20
381	22	0	0	22	0	0-0-0	0	0	0
384	18	14	4	0	0	1-0-0	1	0	0
	<u>173</u>	<u>47</u>	<u>7</u>	<u>119</u>	<u>4</u>	<u>6-1-2</u>	<u>1</u>	<u>0</u>	<u>41</u>
TOTALS	360	154	36	170	13	15-11-10	2	13	131

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

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

BOMBING RESULTS: 138 B-17s dropped 1112 x 500 G.P. fused 1/10 sec. nose, 1/40 sec. tail, and 2643 x 100 I.B. from altitudes of 26,000 to 29,000 feet at 1429-1450 hours. 1st Bombardment Division a/c dropped on flak and ETA and 3rd Bombardment Division formations dropped on Pathfinder flares. Results could not be observed because of cloud.

17 B-17s dropped 126 x 500 G.P., and 307 x 100 I.B. on targets of opportunity with unknown results (1 of these a/c dropped part of its load of bombs on Bremen).

REASONS FOR FAILURE TO BOMB; 206 a/c failed to bomb - 36 because of mechanical of equipment failure, 159 because of adverse weather, 4 because of personnel failure, 1 was unable to keep up with the formation, and 6 were lost before reaching target.

ENCOUNTERS: 1st Bombardment Division - From 50 to 100 e/a were encountered, with attacks beginning at the Dutch Coast around 1420 hours and lasting until past the target and near the coast on the route back. Types were FW-190s, Me-109s, Me-110s, Me-210s, JU-87s, JU-88s and Me-410s. Most attacks were persistent, particularly those by rocket-firing Me-109s and Me-210s lobbing rockets from an average of 300 yards distance, with some reported coming in as close as 100 feet. E/A used contrails to good advantage in making close attacks.

3rd Bombardment Division - E/A opposition was fairly strong for the 45th and 4th Combat Wings which encountered around 100 to 125 s/e and t/e fighters, with the 13th Combat Wing having comparatively light opposition. First attacks began near 53°15'N - 07°02'E, increasing in the vicinity of Oldenburg and continuing over the target and out to approximately the enemy coast. Rocket-firing t/e a/c came in to close range with formations of 10 - 12 attacking from 12 o'clock level. Some crews reported JU-87s firing rockets. Aerial bombing was again reported. A parachute bomb dropped by an Me-109 and a red explosion which appeared ten times larger than a flak burst. Weather conditions and contrails aided enemy in close range attacks. Types observed were Me-210s, Me-410s, Me-110s, FW-190s, Me-109s, JU-88s, JU-87s and 1 FW-189.

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

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

CASUALTIES: Personnel - 3 crew members were killed, 1 was seriously wounded, 12 were slightly wounded and 131 are missing.
Equipment - 13 B-17s are missing - 2 to e/a and 11 for reasons unknown.

Estimated Battle Damage - 35 category "A", 19 category "AC", 1 category "B" and 1 category "E".

ANTI-AIRCRAFT FIRE: Moderate to intense flak over Bremen was accurate for some groups, inaccurate for others. Fire, which was through undercast, was reported as of a barrage type, with some predicted concentrations.

ROUTE: 1st Bombardment Division - Louth to 53°30'N - 00°27'E, to 54°20'N - 00°55'E, to 55°15'N - 01°48'E, to 55°10'N - 03°25'E, to 52°40'N - 06°54'E, to 53°08'N - 09°00'E, to target, to 53°15'N - 05°32'E, to 52°44'N - 01°40'E, to base.

3rd Bombardment Division - Louth, to 55°30'N - 05°00'E, to 53°30'N - 06°10'E, to 53°00'N - 07°00'E, to 52°45'N - 08°12'E, to target, to 52°54'N - 08°44'E, to 53°58'N - 04°43'E, to Cromer, to base.

FIGHTER ESCORT: Fighter escort for the 1st Division formations was provided by four groups of P-47s and one group of P-38s. Two P-47 groups escorting 3rd Division formations into enemy territory met light e/a opposition with about 20 Me-109s and FW-190s encountered in all. Enemy fighters concentrated on the P-38 group. Large numbers of Me-109s and FW-190s, probably 100 in all, attacked the P-38s before many of them had dropped their belly tanks. 40 enemy fighters were reported to attack very aggressively from head-on and above, near Aschendorf, forcing the P-38s to jettison their belly tanks and making their assigned rendezvous with the bombers impossible. No enemy fighters attacked the two P-47 groups escorting the bombers back to the enemy coast.

1st Division formations were escorted to the target area by one P-47 group, which met considerable number of e/a, destroying 8 for a loss of 1 P-47. Three groups of P-47s escorted the bombers out to the enemy coast, encountering 60 to 70 e/a in all, mostly Me-109s.

Total fighter claims for the operation are 15-4-6. 8 P-47s and 7 P-38s were lost.

OBSERVATIONS: Three barrage balloons were observed over the target. Several crews reported a greenish-white burst of smoke about 100 feet in diameter near the target.

WEATHER: Mission No. 1: Route Out - Low cloud increasing and becoming 10/10 cumulus over the North Sea, tops 15,000 feet. Enemy coast to target cumulus, tops up to 26,000, with cirrostratus above this. Target: (Bremen) 10/10 cumulus and cumulonimbus, tops 24,000 to 26,000 feet. Visibility unlimited over cloud tops. Return Route: 10/10 undercast, cumulus and cumulonimbus decreasing to 5/10 to 7/10 over the North Sea, breaking to 3/10 to 5/10, tops 6,000 feet 30 miles from coast.

Mission No. 2: Route Out - 3/10 to 5/10 cumulus, tops 6,000 feet over England, increasing to 7/10 to 10/10, tops 27,000 over the North Sea. Target: 9/10 cumulus, tops 26,000 - 27,000 feet. Visibility unlimited above clouds. Return Route - 8/10 to 10/10 cumulus, tops variable 18,000 to 25,000 feet, decreasing to 6/10 to 8/10, tops 8,000 - 10,000 feet over England.

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