

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

APO 634,
1 December 1943.

SUBJECT: S-3 Narrative Report of Operational Mission 30 November 1943.

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

1. The 95th Bomb Group was alerted for this Mission 1943, 29 November 1943. Bomb loading to be 8 x 500 lb. G.P. and 20 M-47-A1 Incendiarics. The 13th Combat Wing was to form the last Combat Wing of the 3rd Bomb Division. The 95th Group was to lead the 13th Combat Wing at 25,000 feet. One P.F.F. was furnished this Group and was to fly as lead aircraft. The 95th Group to furnish three (3) aircraft to fly as spares for 94th "A" Group.

2. Twenty-one (21) aircraft departed this field at 0810 to form the 95th Group. Group assembly was made at 11,000 feet over Buncher # 8. Group climbed then to 25,000 feet and rendezvoused with 390th and 100th Groups at Buncher # 8 on time. The 13th Combat Wing fell into proper Air Division formation at Splasher # 7 and proceeded to Lowestoft. All Combat Wings appeared to take up a course to the right of Lowestoft so the 13th Combat Wing followed until the course took us out over the channel prematurely. A corrected course was then flown to Lowestoft. The 13th Combat Wing left Lowestoft one (1) minute late. When approximately twenty (20) miles out over the channel all Combat Wings ahead of the 13th Combat Wing turned around and headed back to England. No recall had been broadcast so the 13th proceeded on course. Contact was made with Franklin Red Group flying parallel to course and they asked to join the 13th Combat Wing which was granted. Tail winds were not as briefed and fighter rendezvous was anticipated to be five (5) minutes late. Fighter Ground Net was advised of this and message acknowledged.

3. Briefed course was held into target and bombs were dropped twelve (12) minutes late. P.F.F. equipment functioned properly and bombs were dropped on P.F.F. equipment. Good results were anticipated. A climb to 27,000 feet by 95th Group was necessitated to clear the low Group out of a cirro-stratus cloud layer. Bombing altitude for 95th Group was 27,000 feet.

4. Briefed course was held returning from the target although a climb to 28,000 feet was necessitated to keep the lower Group out of the clouds.

5. Descent was started after leaving enemy coast and Groups were advised to break Combat Wing formation when approximately twenty (20) miles from English Coast so that each Group could plan its descent through the undercast.

By JG NARA Date 2-18-07

Authority NND 745005

6. Three (3) aircraft departed this field at 0831 to form spares for 94th "A" Group. Rendezvous was made with the 94th "A" Group over Bury St. Edmunds. These aircraft returned with the 94th "A" Group when that Group abandoned the Mission.

7. Ship # 0634 piloted by Capt. Miller returned this base at 0936 having aborted from the formation while over England due to # 4 engine cutting out. Ship # 1057 piloted by Lt. Stern returned to this field at 0939 having aborted from the formation while over England when the ball turret became inoperative. Ship # 3545 piloted by Lt. Brink returned to this field, having aborted from the formation while over England due to complete loss of oil pressure on # 2 engine.

8. Ship # 3317 piloted by Lt. Hensler is assumed missing in action. Ship # 3317 last seen leaving the formation under control fifteen (15) minutes before the target.

9. Ship # 3465 piloted by Lt. Conley landed at Friston having aborted from the formation after dropping bombs. Ship # 3465 sustained flak damage and heavy fighter attack after leaving the formation.

10. Fighter rendezvous was late but good and fighter support was excellent.

11. Flak was moderate in target area but inaccurate.

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

Authority MND 745005
By JG NARA Date 2-18-09

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 30 Nov 1943

TARGET _____

1. 13th C.W. 95th GROUP POSITION Lead GP LEADER Major Mumford
ETD _____
2. TAXI TIME 1st A/C 0755 T.O. 1st A/C 0810 BASE 0830 ETR 1403
3. SQUADRON 334th NO. OF A/C 5 CALL SIGNS: W/T P C Y

01-2 3545 7766 9943 1057 0342												
A/C	:	:	A	:	F	:	K	:	G	:	B	:
A.T.O.	:	/	:0827	:	:0822	:	:0826	:	:0842	:	:0902	:
A.T.R.	:	//	:1114	:	:1428	:	:1434	:	:0939	:	:1431	:

SQUADRON 335 NO. OF A/C 4 CALL SIGNS: W/T S X C

7756 1063 0218 3263												
A/C	:	Q	:	T	:	W	:	V	:	:	:	:
A.T.O.	:	:0824	:	:0824	:	:0823	:	:0826	:	:	:	:
A.T.R.	:	:1434	:	:1356	:	:1435	:	:1436	:	:	:	:

SQUADRON 336 NO. OF A/C 9 CALL SIGNS: W/T W G U
PF

0244 3400 0226 3462 3529 7734 3153 970 0674																						
A/C	:	M	:	D	:	L	:	B	:	F	:	G	:	A	:	P	:	C	:	:	:	:
A.T.O.	:	:0817	:	:0811	:	:0813	:	:0812	:	-	:	:0814	:	:0815	:	:0810	:	:0835	:	:	:	:
A.T.R.	:	:1438	:	:1352	:	:1401	:	:1416	:	-	:	:1406	:	:1452	:	:1432	:	:1150	:	:	:	:

SQUADRON 412 NO. OF A/C 7 CALL SIGNS: W/T M U L

0634 0255 3317 3095 9869 0275 1054 3465																						
A/C	:	O	:	V	:	Y	:	Z	:	R	:	Q	:	N	:	:	:	:	:	:	:	:
A.T.O.	:	:0820	:	:0818	:	:0821	:	:0819	:	:0831	:	-	:	:0829	:	:0831	:	:	:	:	:	:
A.T.R.	:	:0936	:	:1438	:	:	:	:1423	:	:1208	:	-	:	:1358	:	:1500	:	:	:	:	:	:

SQDN	LETTER	MIA NUMBER	DESIGNATION	Friston	EXPLANATION
-	:	Fingert	:970	:	:
412	:	O	:0634	:	: Abortion : #4 Prop feathered
334	:	G	:1057	:	: " : Ball Turret Out
334	:	A	:3545	:	: " : Oil #2 Engine down to Zero
336	:	C	:0674	:	: " : Returned with Composite
412	:	R	:9869	:	: " : Returned with Composite
:	:	:	:	:	:
:	:	:	:	:	:
:	:	:	:	:	:

AUTHORITY NND 745005
 By Jg NARA Date 2-18-09

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Authority NND 745005

By JG NARA Date 2-18-09

F O R M 3

STATION 119

DATE 30 Nov 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	P	PF 970	Davis			0810		1432	
336	D	3400	Yuenger			0811		1352	
336	B	3462	Kerr			0812		1416	
336	L	0226	Merten			0813		1401	
336	G	7734	Jeffers			0814		1406	
336	A	3153	Hearn			0815		1452	
336	M	0244	Thompson			0817		1438	QDM 1st 1140
412	V	0255	Batoha			0818		1438	
412	Z	3095	Boyette			0819		1423	
412	O	0634	Miller			0820		0936	#4 Prop Feathered
412	Y	3517	Hessler			0821			Missing
536	F	3529	Brown			--		--	Failed to take-off
334	F	7766	Infield			0822		1428	
334	A	3545	Brink			0827		1114	Oil on #2 Engine down to 0
334	G	1057	Stern			0842		0939	Ball Turret Out Out
335	W	0218	Tucker			0823		1435	
335	Q	7756	Wallace			0824		1434	

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

APO 634,
30 November 1943.

SUBJECT: Navigation Report on Operations of 30 November 1943.

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

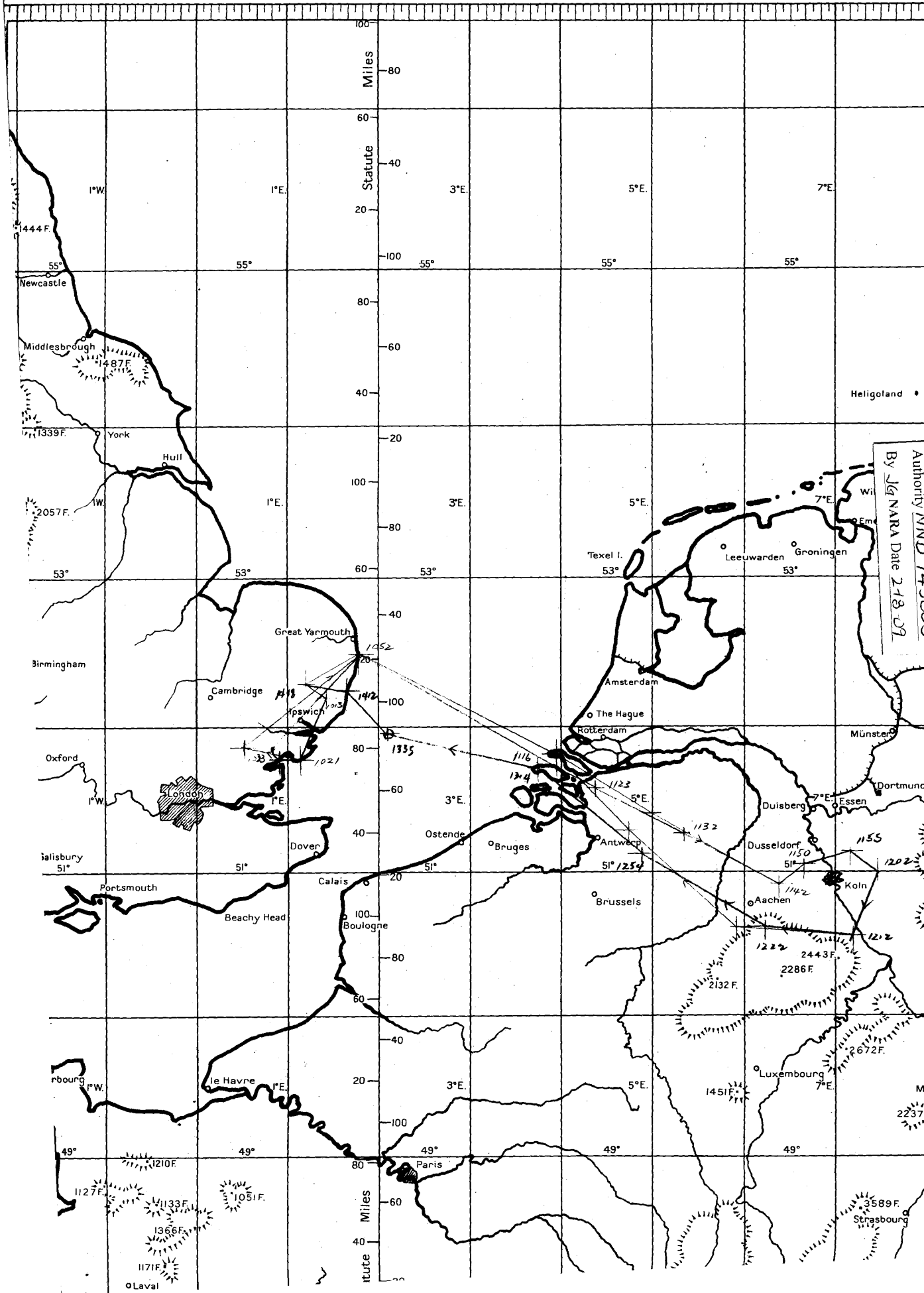
- 1. The 95th Bombardment Group (H) was lead group in the Thirteenth Combat Wing formation.**
- 2. The briefed route was followed as prescribed with slight variations for evasive action.**
- 3. The bombs were dropped on P.F.F. equipment and results looked good, according to D.R. procedures above the overcast. Bombs away at 1155 hours, magnetic heading 50°, true heading 45°, ground speed 190K, through the overcast.**
- 4. Equipment worked well. The P.F.F. Navigator is to be commended on his splendid cooperation, and working knowledge on the P.F.F. equipment.**
- 5. Log book procedures were very good.**

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

DECLASSIFIED
Authority NND 745005
By JG NARA Date 2-18-09

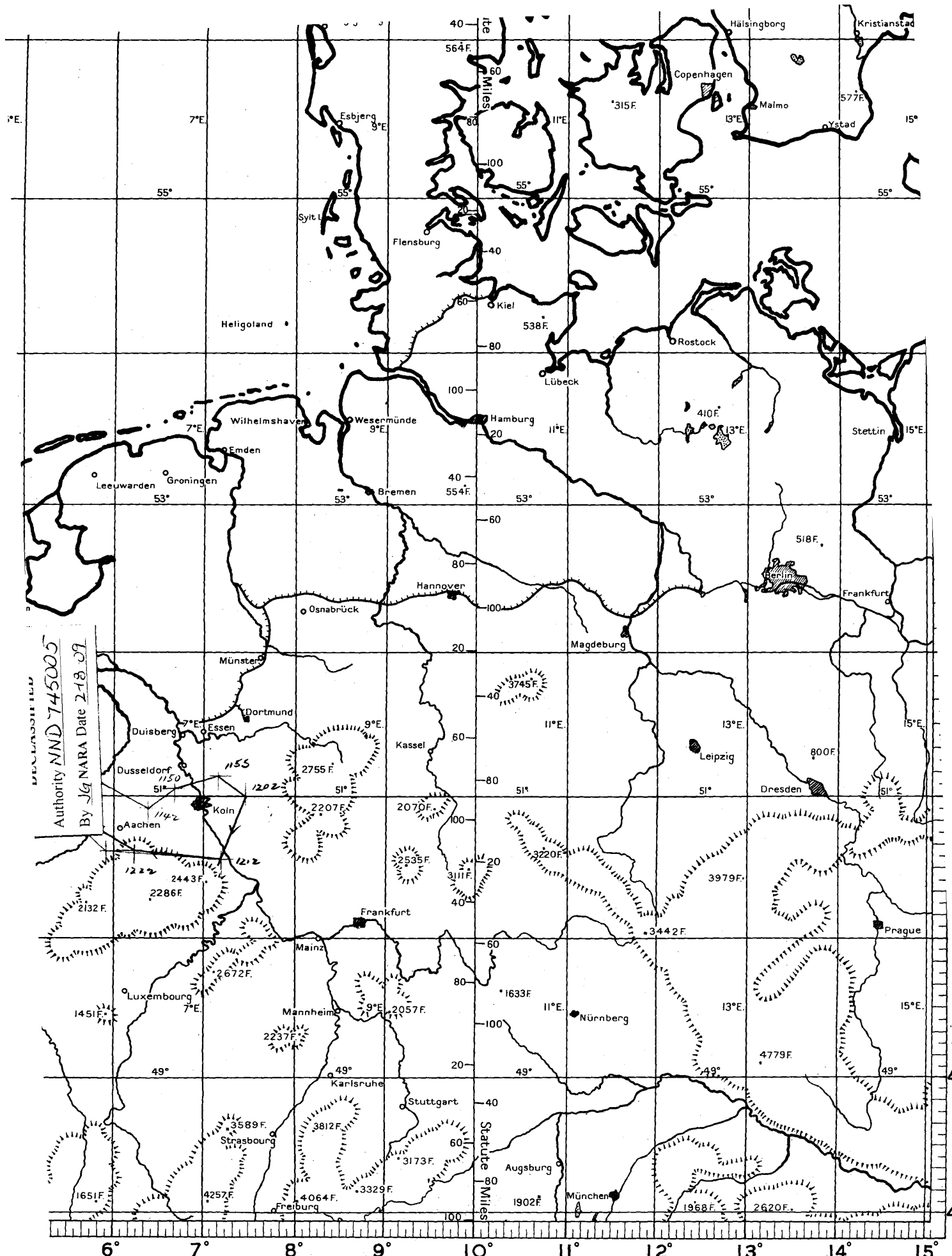
NEWCASTLE TO PRAG

2° 1° 0° 1° 2° 3° 4° 5° 6° 7° 8°



DECLASSIFIED
Authority NND 745005
By JgNARA Date 2/8/97

Miles
Statute Miles
Miles



Authority NND 745005
 By JG NARA Date 2-18-09

HEIGHTS IN FEET

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

APO 654,
30 November 1943.

SUBJECT: Bombing Report on Operations of 30 November 1943.

TO : Commanding Officer, 95th Bombardment Group (H), APO 654.

1. The bombing aid used was P.F.F. aircraft and its equipment.
2. At the I.P. a turn was made and yellow flares were fired.
3. The bomb bay doors were opened immediately after the flares were fired.
4. The P.F.F. was leading our group and stated that his equipment was working perfectly and he believed he dropped his bombs on target area. The remainder of bombardiers dropped on him.
5. No enemy resistance was encountered on the bombing run.
6. The target was completely covered by clouds.
7. The enemy used no unusual tactics which interfered with the bombing run.
8. The bombs could not be seen hitting the ground but consensus of opinion is they hit in target area.
9. No tactical changes are suggested in bombing technique on any particular target or all targets.

Authority NND 745005
By JG NARA Date 2-18-09

**WAYNE R. FITZGERALD,
Captain, Air Corps,
Group Bombardier.**

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

APC 634,
30 November 1943.

SUBJECT: Base Engineering Report on Combat Mission 30 November 1943.

TO : COMMANDING GENERAL, Third Bombardment Division (H), APO 634.
COMMANDING OFFICER, 95th Bombardment Group (H). Attn: Lt. Col.
MCKNIGHT, Base Operations.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 30 November 1943.
 - a. Twenty-three (23) B-17F airplanes took-off as scheduled.
 - b. Eighteen (18) B-17F airplanes returned to base after completing mission.
 - c. 42-3465 landed away from home station.
 - d. 42-3317 - Not reported to base one hour after arrival.
2. There were three (3) abortive airplanes.
 - a. 42-31057 - Ball turret inoperative.
 - b. 42-3545 - Low oil pressure #3 engine.
 - c. 42-30634 - #4 runaway prop.
3. 42-30674 and 42-39869 flew with composite group. Group was recalled.
4. The following aircraft failed to take-off.
 - a. 42-3529 - Plugs fouled #4 engine.
 - b. 42-30236 - Ignition trouble.
5. Battle damage is as follows:
 - a. 42-3462 - Right wing panel damaged by flak.
 - b. 42-3153 - #3 oil cooler damaged by flak.

GARFIELD R. BENSON,
Major, Air Corps,
Base Engr. Officer.

Authority NND 745005
By JG NARA Date 2-18-09

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

30 November 1943.

SUBJECT: Mission Expenditure Report for 30 November 1943.

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

1. Following is the expenditure report for 30 November 1943:

a. Station	AAP 119
b. Unit	95th Bombardment Group
c. Type of Ammunition	Cal 50 AP
d. Gun location and No. of guns	

38	Lower Turret Guns	460
38	Upper Turret Guns	440
19	Left Waist Guns	490
19	Right Waist Guns	325
19	Radio Guns	313
19	Left Nose Guns	245
19	Right Nose Guns	
19	Center Nose Guns	
38	Tail Guns	

- e. Total number of guns 228
- f. Total number of rounds fired 3,151
- g. Aircraft number 3317 reported missing loaded with 7,000 rounds Cal 50 AP and 8-500 lb. Demolition bombs, and 20-100 lb. M47A1 Incendiary bombs.
- h. Aircraft number 23462 threw 5,100 rounds of Cal 50 AP over board due to lack of fuel.
- i. Total number of rounds expended 15, 251.
- j. Total number of bombs expended 160-500 lb. Demolition bombs and 400-100 lb. M47A1 Incendiary bombs.

LEONARD P. DANSON
Capt. Air Corps,
Group Armament Officer.

By Jg NARA Date 2-18-09

Authority NND 745005

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HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (W)

(3-1)

APD 634
30 November 1943

SUBJECT: Operational Communications.

TO : Commanding Officer, 95th Bombardment Group, Station 119.

1. Of the twenty-four (24) crews that participated in the mission, seventeen (17) were available for interrogation by the Communications Officer.

2. Mechanical and Electrical failures were as follows:

(a) The following aircraft had Interphone trouble:

334-F, G, K; 335-Q, T, W; 336-A, L; 412-Q.

(Note) Three (3) of the failures were due to high altitude. All failures are being investigated and corrected.

(b) 334-F, Transmitter (Liaison) froze at high altitude, being investigated.

(c) 336-L, VHF out, transformer burned out, being replaced.

3. The following Navigational Aids were used successfully:

(a) Buncher 8 and Splashes 4, 5, 6, 7, B., were used by the following ships:

334-F, G, K; 335-Q, T, W; 336-A, B, D, L; 412-Q.

(b) 336-B, obtained four (4) MF fixes from Section "W".

(c) 336-A, received four (4) QM's from Home Station.

(d) 334-B, K; 335-Q, W; 336-A, B, D, L; 412-W, Z, used Station 7000.

4. 336-B, sent SOS to MF Section "W" and reported excellent contact. Good results were obtained from Navigational Aids. Division Ground Station reception was good during entire trip. Aircraft with interphone failures used emergency command position # 3. Radio Operators logs satisfactory.

Authority NND 745005
By 1/4 NARA Date 2-18-09

Frederick A. Goodrich
FREDERICK A. GOODRICH,
1st Lieut., Air Corps,
Communications.

CONFIDENTIAL
(EQUALS BRITISH SECRET)

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

1 December 1943

SUBJECT: S-2 Report.

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

1. 20 B-17's and one P.F.F. of the 95th Group took off at 0810 to bomb Solingen, Germany.

A/C #1057 turned back at 52°12'N 00°54' E Azimuth gear of Ball Turret sheared. Time 0900

A/C #3545 turned back over Lowestoft at 1015 #2 engine out.

A/C #0634 turned back over Lowestoft at 0905 with #4 prop run away.

All the other A/C bombed the target with good result except A/C #095 whose bombs hung and had to be salvaged over Wermelskirchen, Germany. Only one or two E/A were seen and no attacks were made on this Group. A/C #2317 (Hensler) dropped out of formation about 15 minutes before reaching the target, apparently under control, but has failed to return to base. All other A/C returned to base by 1452. Excellent fighter support was received by P-47's, P-38's and Spitfires.

2. 3 B-17's of the 95th Group took off at 0831 to fly with the composite Group. This Group turned back at 51°48'N 04°30'E just after crossing into enemy territory. A/C #465 (Conley) which had failed to make rendezvous with Composite Group flew with the 95th Group over the target. It was damaged by AA fire and hit by enemy fighters and landed at Preston, England with four crew members wounded. Further details are not available to date. The other two A/C returned to base at 1150.

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

DECLASSIFIED
Authority NND 745005
By JG NARA Date 2-18-09

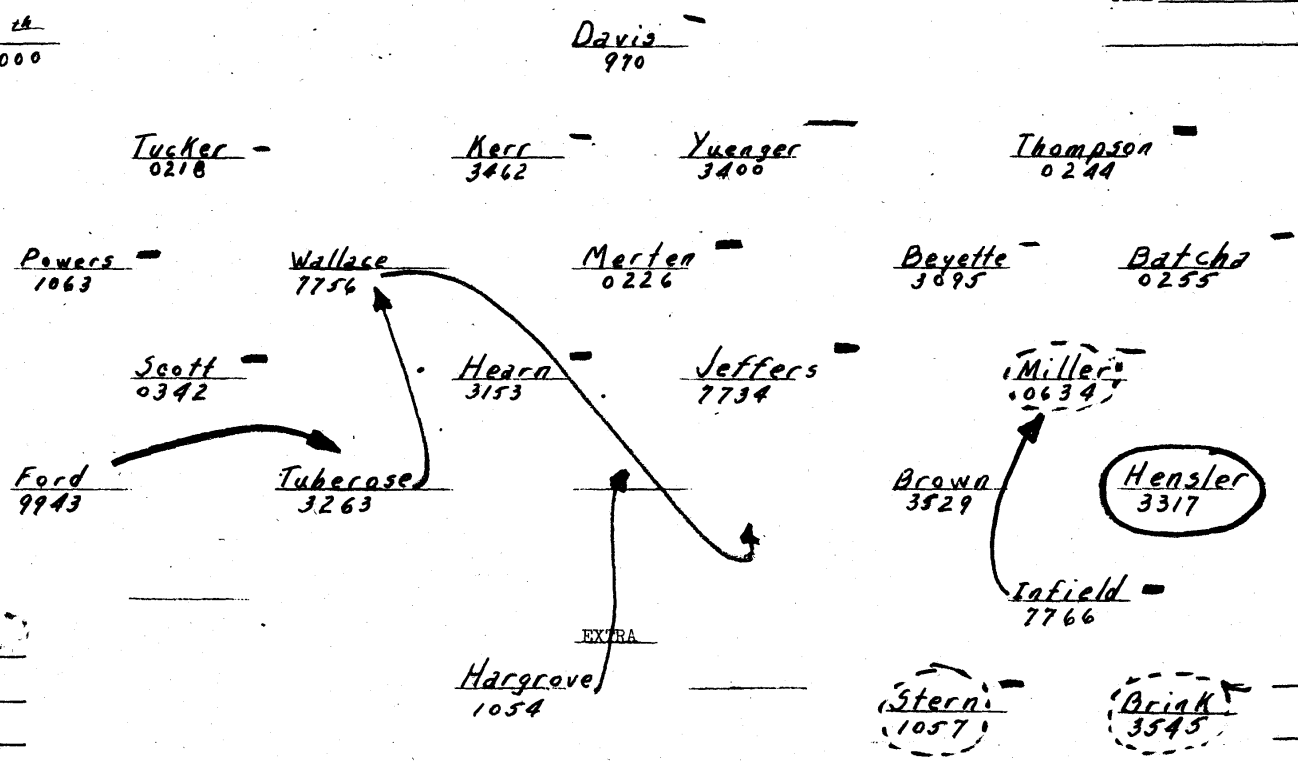
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Authority NND 745005
By JG NARA Date 213 09

Embarkment Group (H)

Solingen, Ga

FORMATION DIAGRAM
95TH BOMB. GROUP (H)
DATE 30 Nov
TIME _____

A.T.F.
13th C.W. (Third)
100th
26000
95th
25000
390th
24000



Missing - 0

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Authority NND 745005
By JG NARA Date 2-18-09

Solingen, Ger.

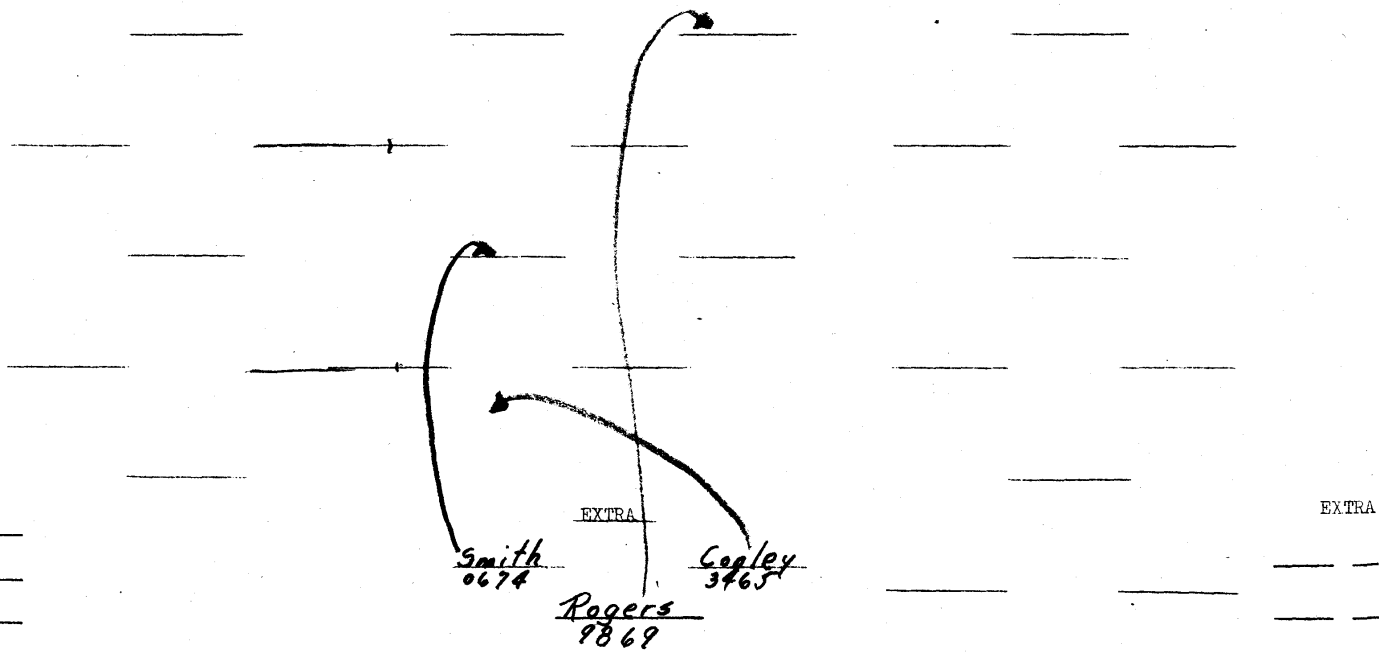
FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 30 Nov.

TIME _____

A.T.F.
4th C.W. (Second)
94 B
26,000
385th
25,000
94 A
24,000



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

Lt Merritt

HEADQUARTERS

VIII BOMBER COMMAND

APO 634

Bomber Command Narrative of Operations
143rd Operation - 30 November, 1943

- Mission No. 1 - Solingen (Abandoned).
- Mission No. 2 - Solingen
- Mission No. 3 - Solingen (Abandoned).

Nine Combat Wings, four from 1st Bombardment Division, two from 2nd Bombardment Division, and three from 3rd Division were assigned to attack Solingen. The attack was led by PFF a/c.

Cloud reaching as high as 30,000 feet over the Continent made it impossible for 1st and 2nd Division a/c to maintain formation, and these six combat wings were forced to abandon the mission.

All but one group of 3rd Division reached the target area and bombed with unobserved results. E/A opposition was weak, escort being provided by VIII Fighter Command P-47s and P-38s, and RAF Spitfires. Three B-17s are missing. One enemy fighter is claimed destroyed.

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed	Lost	Lost		Killed	Wounded	Missing
<u>1ST BOMB DIV. (Participated Attacked Failed Lost)</u>									
<u>MISSION NO. 1</u>									
<u>SOLINGEN</u>									
			To Bomb+						
			A.	B.					
91	24	0	1	23	0	0-0-0	0	0	0
92	20	0	1	19	0	0-0-0	9	0	1
303	20	1	1	19	0	0-0-0	0	0	0
305	16	0	2	14	0	0-0-0	0	0	0
306	22	0	3	19	0	0-0-0	0	0	0
351	34	0	1	33	0	0-0-0	0	0	0
379	22	0	1	21	0	0-0-0	0	0	0
381	22	0	1	21	0	0-0-0	0	0	0
384	20	0	2	18	0	0-0-0	0	0	0
401	21	0	0	21	0	0-0-0	0	0	0
	<u>221</u>	<u>1</u>	<u>13</u>	<u>208</u>	<u>0</u>	<u>0-0-0</u>	<u>9</u>	<u>0</u>	<u>1</u>
<u>3RD BOMB DIV.</u>									
<u>MISSION NO. 2</u>									
<u>SOLINGEN</u>									
94	32	7	6	19	0	0-0-0	0	0	0
95	20	17	0	3	1	0-0-0	0	5	10
96	14	12	1	1	0	0-0-0	0	0	0
100	18	11	5	2	0	1-0-0	0	2	0
385	13	2	5	6	1	0-0-0	2	0	2
388	12	10	1	1	0	0-0-0	0	3	0
390	19	19	0	0	1	0-0-0	0	0	10
	<u>128</u>	<u>78</u>	<u>18</u>	<u>32</u>	<u>3</u>	<u>1-0-0</u>	<u>2</u>	<u>10</u>	<u>22</u>

Authority NND 745005
By JG NARA Date 2-18-09

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

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

<u>Unit</u>		<u>Number of A/C</u>				<u>Claims</u>	<u>Personnel Casualties</u>		
		<u>Participated</u>	<u>Attacked</u>	<u>Failed</u>	<u>Lost</u>		<u>(Killed)</u>	<u>Wounded</u>	<u>Missing</u>
<u>2ND BOMB DIV.</u>	<u>(Participated)</u>								
<u>MISSION NO. 3</u>				<u>To Bomb+</u>					
<u>SOLINGEN</u>			<u>A.</u>	<u>B.</u>					
44	24	0	4	20	0	0-0-0	0	10	0
389	5	0	2	3	0	0-0-0	0	0	0
	29	0	6	23	0	0-0-0	0	10	0
<u>PATHFINDERS</u>									
482	3	1	0	2	0	0-0-0	0	0	0
TOTALS	381	79	37	265	3	1-0-0	11	20	23

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

MISSION NO. 2 - SOLINGEN

BOMBING RESULTS: 78 B-17s of the 3rd Bombardment Division led by one PFF a/c dropped 580 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail, and 1527 x 100 I.B. on Solingen at 1155 - 1158 hours from 25,000 - 28,800 feet. Results were unobserved due to 10/10 cloud, and weather conditions have prevented any PRU cover being made.

1 a/c dropped 8 x 500 G.P. and 20 x 100 I.B. on Wermelskirche with unobserved results.

REASONS FOR FAILURE TO BOMB: 302 a/c, including 2 PFF, failed to bomb - 37 due to mechanical or equipment failure, 263 due to weather, 1 which was unable to keep up with the formation, and 1 which is missing.

ENCOUNTERS: The leading two Combat Wings of the 3rd Bombardment Division encountered no enemy opposition. The third Combat Wing met weak opposition, with about 17 single-engine fighters (Me-109s and FW-190s) encountered between the I.P. and the east bomber-fighter rendezvous. There were no reports of rockets, parachute bombs, or air-to-air bombing.

CASUALTIES: Personnel - 11 crew members were killed, 3 were seriously wounded, 17 slightly wounded, and 23 are missing.

Equipment - 3 B-17s are missing - 1 was lost to accident and 2 for reasons unknown.

Estimated Battle Damage - 16 category "A", 2 category "AC" and 3 category "E".

ANTI-AIRCRAFT FIRE: Meager, inaccurate flak was encountered at the enemy coast. Moderate to intense fire, principally barrage type, and accurate on some groups, came from the southern Ruhr and target area. Meager inaccurate fire was observed near Aachen.

Authority NND 745005
 By JG NARA Date 2-18-09

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

ROUTE: Bases to Lowestoft to 51°44'N - 03°50'E (enemy coast), to 50°55'N - 06°20'E, to target (Solingen), to 51°00'N - 07°30'E, to 50°34'N - 07°13'E, to 50°38'N - 06°13'E, to 51°07'N - 04°54'E, to 51°44'N - 03°42'E (enemy coast), to 52°15'N - 01°37'E (English coast), to bases.

FIGHTER ESCORT: Penetration, target and withdrawal escort was provided by 8 groups of P-47s, 1 group of P-38s and 13 squadrons of Spitfire IXs. Only 5 to 10 e/a were encountered, mostly Me-109s. The few attacks made by e/a were very aggressive. Claims are 0-2-1. 4 P-47s, 1 P-38 and 2 Spitfires are missing. Weather is probably largely accountable for the relatively heavy losses of fighters.

OBSERVATIONS: A new waterway was observed under construction at Ghent. New defensive constructions, resembling a huge star, were reported at 51°15'N - 04°20'E.

WEATHER: Route Out - 10/10 cumulus and stratocumulus in solid layer, tops 7,000 feet over England. 7/10 to 8/10 cumulus, tops 15,000 - 18,000 feet over North Sea. 10/10 cumulus over continent, tops 22,000 - 24,000 feet, breaking to 4/10 to 5/10 near Dusseldorf, increasing to 7/10 to 8/10 cumulus, tops 20,000 - 24,000 feet as target was approached. Target - 10/10 cumulus, tops 22,000 - 24,000 feet. 8/10 cirrus and cirrostratus, tops 24,000 feet. Visibility unlimited above clouds. Route Back - Similar to route out.

By :
Auth