

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

APO 634.
15 December 1943.

SUBJECT: Report of Operations Officer--Mission of 13 December 1943--Kiel.
TO : Commanding Officer, 95th Bombardment Group (H), APO 634.

1. GENERAL NARRATIVE: The 95 "A" Group formation took off at 0810-0829 hours. By 0845 the Group rendezvoused at 4,000 feet over the field (not at 2,000 feet as originally planned, as there was a layer of thin clouds interfering) and continued to circle the field until the 95 "B" Group formation assembled below them. After the 95 "B" Group assembled, the 95 "A" Group followed them around until 0945, joining in Combat Wing formation at that time. All control times were met by the 95 "A" Group without difficulty.

The climb to bombing altitude was begun at 1046 at 53° 38'N-00° 40'E, 150 miles per hour at 300 feet per minute. During the climb the 95 "A" Group formation strung out slightly but upon reaching bombing altitude, the formation tightened into a good defensive formation. Bombing altitude of 28,000 feet was reached at 1200 at 54° 35'N - 05° 58'E. This position was ascertained by a Gee fix. Because of high cirrus clouds en route at the ordered altitude, the formation was taken higher to avoid flying through the clouds. A good Combat Wing defensive formation was held throughout the change in altitude. The formation crossed the English coast at 1039 and the enemy coast at 1232 at 53° 52'N - 08° 36'E.

Nothing unusual occurred after crossing the enemy coast. The bombs were dropped on the markers left by the PFF aircraft leading the Combat Wing from 27,900 feet at 1259 through a 10/10ths undercast. This undercast extended over all the enemy territory flown over by the 95 "A" Group formation and well out over the water of the North Sea. During the bombing run and over the target the 13 "A" Combat Wing, following the 13 "B" Combat Wing, closed the interval, holding a very tight defensive position during this time.

After bombing, the rally was effected as planned with nothing unusual to report. The 95 "A" Group remained in position in the Combat Wing thereafter. In the target area the Mustang escort was sighted but no Lightnings were seen by this Group. Withdrawal support of Spitfires was seen.

Upon recrossing the enemy coast at 1314 at 53° 40'N - 08° 30'E,

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

the 13 "A" Combat Wing fell slightly behind the 13 "B" Combat Wing, flying about a mile and a half to the rear and to the right. The descent began at 1304 at 53° 37'N - 09° 55'E.

The 95 "A" Group reached home base at 1520, waited for 95 "B" Group to land, and then landed from 1539 to 1600 hours. Two aircraft landed earlier than the formation as they were low on fuel. One aircraft, # 42-37979, could not lower its left landing gear upon returning to the field, so was set to Honington to crash land. No personnel were injured in this landing.

2. AIRCRAFT NOT ATTACKING: Twenty-one aircraft left the base in the formation shown in diagram "A". One aircraft, # 42-6080, turned back at 1237, about 20 miles inside enemy territory, due to mechanical difficulties. A running combat with enemy fighters followed, the pilot taking evasive action and finally flying into the clouds for protection. Returned to base at 1430, the crew is credited with a sortie. Twenty- aircraft bombed as shown in diagram "B".

3. LOST AIRCRAFT: No aircraft from the 95 "A" Group were lost.

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

DECLASSIFIED

Authority NND 745005

By JG NARA Date 2-18-09

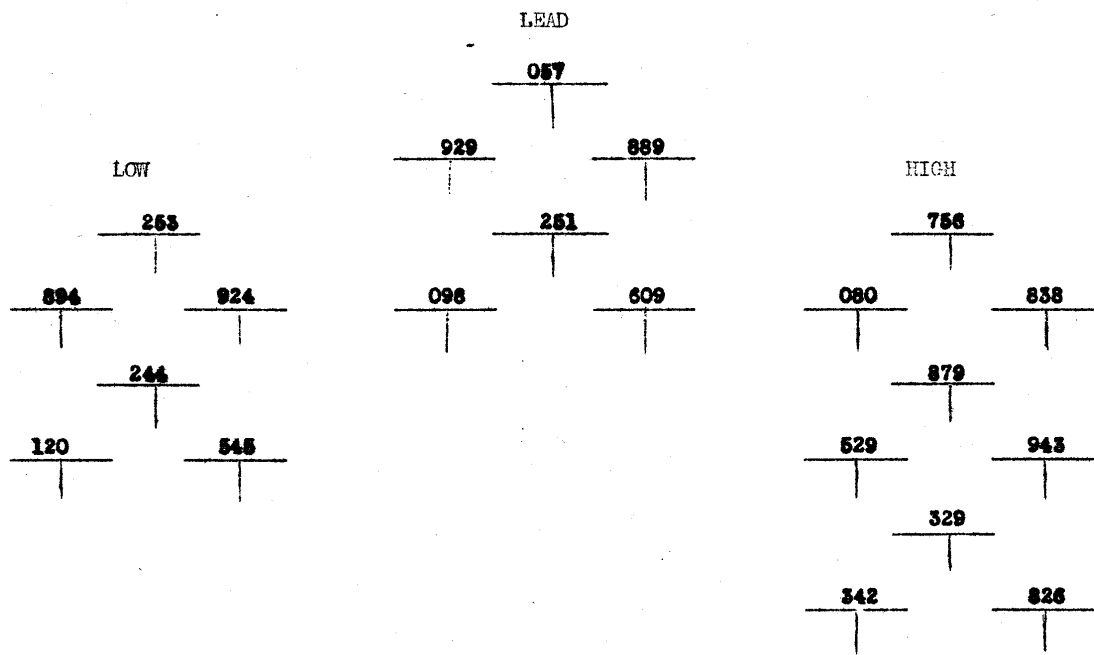
Authority NND 745005
 By JG NARA Date 218 09

**95 "A" GROUP ASSEMBLY
 DIAGRAM A**

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

GROUP FORMATION FORM

DATE 13 December 1943.



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

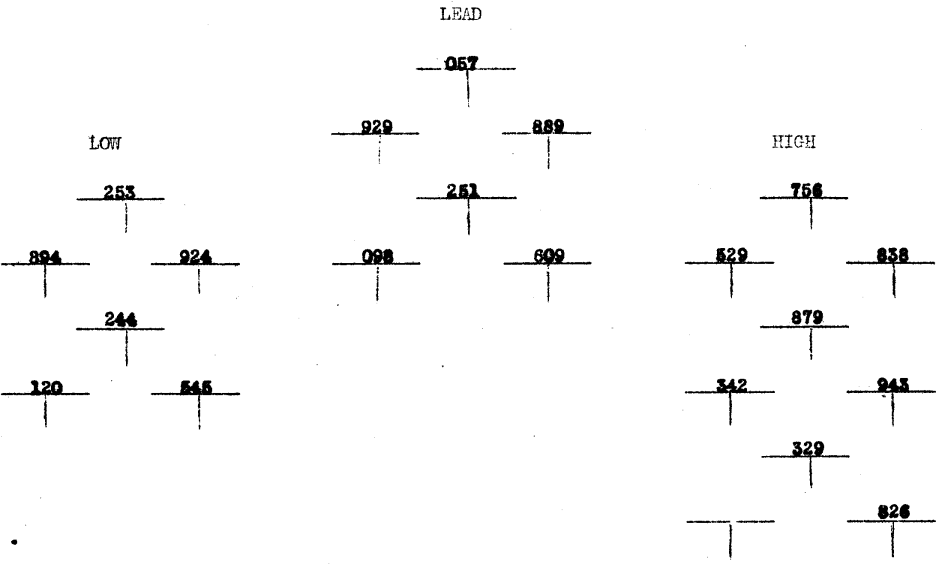
DECLASSIFIED
 Authority *NND 745005*
 By *JG NARA* Date *2/28/97*

95 "A" GROUP OVER TARGET
 DIAGRAM B

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

GROUP FORMATION FORM

DATE 15 December 1945



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

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

APO 634,
15 December 1943.

SUBJECT: Report of Operations Officer--Mission of 13 December 1943--Kiel.

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

1. The 95th "B" Group formation with one PFF aircraft took off at 0855-0924. By 0905 the 95th "B" Group formation had assembled over its base at 2000 feet and started its climb to Combat Wing assembly altitude. The 95th "A" Group had departed the base earlier and tagged on in position with 95th "B" Group 2000 feet above. 95th "B" Group entered Buncher #8 from the east and 390th "A" Group entered from the south. Combat Wing assembly was effected two minutes early and course was set to Buncher #7 where the second Combat Wing of the 13th Combat Wing was to rendezvous. The 13th "B2 Combat Wing crossed Buncher #7 one minute early and the second Combat Wing was not in sight so course was set to Spaulding and thence to Louth. Controlled time was met at Spaulding. From Spaulding to Louth constant "S'ing" was necessary to stay behind of the Combat Wings, which were ahead on the Air Division assembly line.

2. At Louth no Combat Wing appeared to be taking the initiative to set course out over the North Sea. All Combat Wings were going into Louth and turning out to the right and left away from course. The "S'ing" had caused the 13th "B" Combat Wing to be six minutes late at Louth so when one Combat Wing set course from Louth ahead of the 13th "B" Combat Wing, the 13th "B" Combat Wing followed on course at a two mile interval as the second Combat Wing to depart Louth.

3. Just prior to departing Louth the second Combat Wing of the 13th Combat Wing was identified and presumed to have fallen in behind. However upon departing Louth this Combat Wing turned away and did not follow.

4. The 13th "B" Combat Wing followed on course over the North Sea as the second Combat Wing to depart Louth and started the climb at 1046, six minutes after departing Louth. No difficulty was encountered on the climb and close support was held with the lead Combat Wing. Combat Wing formation for 13th "B" Combat Wing was excellent in the climb. Bombing altitude was reached just prior to turning point in the North Sea. Good course was held in the climb and turn into enemy coast was made at briefed point and time. Solid undercast existed over entire route and D.R. was done from 05° 00'E.

5. At turning point the leading Combat Wing turned to a heading of 125° rather than the briefed heading of 116°. The 13th "B" Combat Wing followed the leading Combat Wing on this heading which put the Force south of briefed course when crossing enemy coast. A cirro-stratus layer existed

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

at bombing altitude so an additional 2,000 feet climb was made.

6. The P.F.F. Navigator took over and apparently knew where he was. After a turn was made to the east the P.F.F. Navigator stated that he had picked up Kiel and a turn to the left could be made at any time into the target. The 13th "B" Combat Wing waited until the leading Combat Wing had turned at the I.P., took interval and turned into the target on a 10° heading.

Excellent Combat Wing formation was held into the target and the P.F.F. Navigator reported the bombs dropping in the center of the target. Bombing run was made at 27,000 feet and bombs were away at 1300.

7. Flak over the target was intense to moderate and accurate. No loss of aircraft was sustained by 95th "B" Group due to flak over the target. Route out was flak free with exception of slight amount of light flak when crossing back out over enemy coast.

8. The leading Combat Wing was lost over the target in condensation trails and the 13th "B" Combat Wing was never able to pick them back up again after leaving the target.

9. On route out over enemy coast the P.F.F. Navigator stated that he had identified the coast line and found the Combat Wing approximately forty miles south of course. Checking back on D.R. route he found that Hamburg had been bombed instead of Kiel. A correction was made to the north to fly back home on the briefed course. Descent was started at 1341 and briefed course was held enroute home. Cromer was crossed at 6000 feet at 1451. The 390th "A" Group was dispatched from the 13th "B" Combat Wing at Cromer to return to their base. The 95th "B" Group returned to their base and landed 1510-1556. Ship #0244 left formation at Cromer and landed 1504 with injured man aboard.

10. Twenty-three aircraft, including two spares left base in formation.

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

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

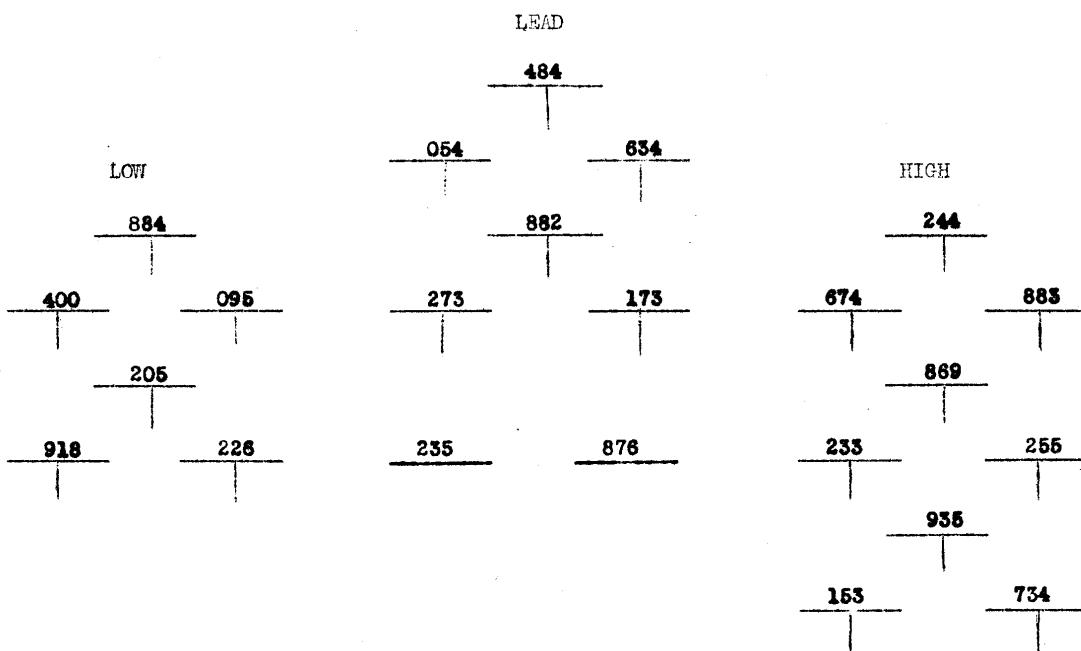
Authority IND 145000
 By JG NARA Date 2 12 49

**95TH "B" GROUP
 ASSEMBLY**

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

GROUP FORMATION FORM

DATE 13 December 1943.



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKEOFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 828 _____
 336 _____
 412 322 _____

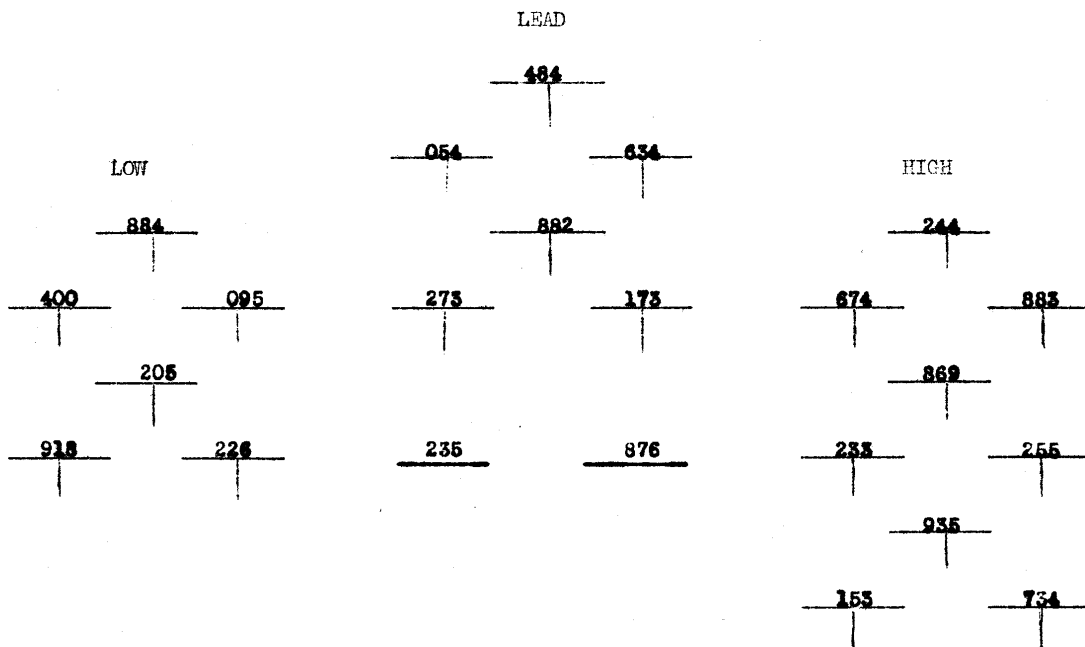
Authority NIND 745005
 By JG NARA Date 2 18 69

**95TH "B" GROUP
 OVER THE TARGET**

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

GROUP FORMATION FORM

DATE 15 December 1945.



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 826 _____
 336 _____
 412 522 _____

DECLASSIFIED
 Authority *71ND 148005*
 By *SP7 NARA* Date *2/22/2017*

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 A.P.O. #634
 COMBAT MISSION

SQUADRON 534th

DATE 13 December 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENGINEER	B.T.G.	TAIL G.	L.W.G.	R.W.G.
G-9	1258	INFIELD	MUNSON	FLADEBOE	WEISLO	MERRIMAN	TOPOLSKI	STEBER	BUMGARDNER	BAKER	SKLAR
G-7	9924	BRINK	PALMER	BECK	REITER	JACOBSON	HARTSHORNE	GORSKI	REBECK <i>Be. Ton</i> BEAUDRY	LANSBERRY	
G-11	7894	STERN	NEALE	LEDDY	HEDIE	ROBINSON	ROTH	EMBERT	CROOKSHANK	WOLAK	HANRAHAN
G-2	1244	HARGROVE	KEASBEY	HARRIS	GADEK	WIRRELL	WOOD	SULLIVAN	BRUDUE	DENHAM	JACOBSON
G-3	3545	EDWARDS	SPLANN	FILIPONIS	INGRAHAM	KIMARCIAK	MCGAEN	BEDSAUL	BRADLEY	REYNOLDS	BERTNER
G-4	0120	LOENARD	CARR	SCHWARTZ	HARTLEY	CHRIST	FRIGMANSKI	FOGOLSON	CULBERTSON	EASTERLING	MARLEY
G-5	1329	WITT	OVERSTREET	PRATT	HOLMES	BAUGHMAN	SPITZER	VERBULECZ	LEWIS	SCHRACK	SANCHES
G-8	9843	GEIB	WHITCOMB	LANE	BEAL	BLACK	BALDWIN	BRIDGES	COSGROVE	CALDWELL	MILLER
G-10	0342	NILSON	PRINCE	SULLIVAN	BROKUP	COWDERY	KERESTE	SEMERSKI	TROUSE	WARDELL	HEDZIROZKY
G-14	7768	MANGIS	LEGBEKE	BENNETT	CELUSNAK	DABNEY	TRACY	ADDRICH	SVOBODA	MCMASTER	SHORT
G-12		LLOYD	JONES	SKINNER	ALLMAN	JANNSEN	GILMAR	RICE	VALER	HYGT	ROBINSON
						DOE					
EXTRA SHIPS											

PRACTICE MISSION

95 "A"

DECLASSIFIED
 Authority NND 745005
 By JG NARA Date 2/8/09

STATION 119

FORM 3

DATE 12-13-45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	G	1057	TUCKER	/		0810		1546	
335	L	7889	CAMPBELL	/		0810		1545	
335	K	7929	FORD	/		0811		1547	
334	P	1251	WALLACE	/		0812		1549	
335	M	0609	DUNHAM	/		0813		1548	
335	R	6098	KELLEY	/		0813		1550	
335	Q	7756	SCOTT	/		0814		1541	
335	Z	9838	TUBEROSE	/		0815		1539	
335	P	6080	MILWARD	/		0816		1430	Runway Prof #1
335	V	7879	POWERS	/		0816		1638	landed at Honington
335	F	7766	MANGIS	/		0818		1541	
336	F	3529	LLOYD	/		0820		1542	
334	H	1329	WITT	/		0818		1540	
335	R	7826	GEIB	/		0819		1515	
334	B	0342	WILSON	/		0820		1519	
334	J	1258	INFIELD	/		0821		1554	
334	N	9924	BRINK	/		0821		1553	

95 "A"

DECLASSIFIED
Authority NND 745005
By JG NARA Date 218 09

FORM 3

SERIAL

119

DATE

12-12-43

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
334	L	7894	STERN		0823		1555	
334	O	1244	HARGROVE		0823		1600	
334	A	3545	EDWARDS POWERS		0829		1555	
334	D	0120	LEONARD		0845		1557	

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-13-43

TARGET _____

1. 13 B C.W. 95A GROUP POSITION HIGH GP LEADER CAPT. COZENS
 0740 ETD
 0725
2. TAXI TIME 1st A/C 0725 T.O. 1st A/C 0740 BASE 0800 ETR _____
3. SQUADRON 334 NO. OF A/C 12 11 CALL SIGNS: W/T RFZ

	G	P	F	H	B	J	N	L	O	A	D	
A/C	:1057	:1251	:7766	:1329	:0342	:1258	:9924	:7894	:1211	:3545	:0120	:
A.T.O.	:810	:812	:815	:815	:820	:821	:823	:824	:825	:	:	:
A.T.R.	:1546	:1549	:1541	:1540	:1519	:1554	:1553	:1555	:1600	:1555	:1557	:

SQUADRON 335 NO. OF A/C 8 9 CALL SIGNS: W/T LFG

	L	F	N	R	Q	Z	P	U	
A/C	:7889	:7929	:0609	:6098	:7756	:9838	:6080	:7879	:7826
A.T.O.	:810	:811	:813	:813	:814	:815	:816	:817	:819
A.T.R.	:1545	:1547	:1548	:1550	:1541	:1539	:1430	:1515	:

SQUADRON 336 NO. OF A/C 1 CALL SIGNS: W/T PJL

	F								
A/C	:3579	:	:	:	:	:	:	:	:
A.T.O.	:820	:	:	:	:	:	:	:	:
A.T.R.	:1542	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C _____ CALL SIGNS: W/T NFN

A/C	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
4880	FF			
335	P	6080	abortion	Runway Prof #1 Eng

Authority NND 745005
 By JG NARA Date 2-18-07

"A" GROUP

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

GROUP FORMATION FORM

DATE 13 December 1943

LEAD

TUCKER *COZENS*
10 | 57

Patterson tail

LOW

FORD
79 | 29

CAMPBELL
78 | 89

HIGH

INFIELD
12 | 58

WALLACE
12 | 51

SCOTT
77 | 58

STERN
78 | 94

BRINK
99 | 24

KELLEY
60 | 98

DUNHAM
08 | 09

MILWARD
80 | 80

TUBEROSE
98 | 38

HARGROVE
12 | 44

POWERS
78 | 79

LEONARD
01 | 20

EDWARDS
35 | 45

LLOYD
35 | 29

MANGIS
77 | 66

WITT
13 | 29

WILSON
03 | 42

GHEB
78 | 28

40 in end

95 "A"

TROOPER
1067

FORD
7929

CAMPBELL
7889

TRIPLE
1288

SCOTT
7786

STEIN
7994*

BRINK
9924

HALLACE
1281

MILWARD
8080

TUBER
9838*

KELLY
6098*

DUNHAM
0609*

POWERS
7879

ZARHROVE
1244

LEONARD
0120

EDWARDS
3845*

LLOYD
5529

MANGIS
7786*

WITT
1329

WILSON
0342*

GRIN
9943

READINESS 0230 0625
 STATIONS 0230 0725
 TAXI 0230 0740
 TAKE OFF 0240 0755
 RENDEZVOUS _____

EXTRA SHIPS
 354
 335 3268
 385
 412 0235 (L)

Authority RND 745000
 By LENARA Date 2/22/47

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES
 CLIMB 180 mph @ 300
 CRUISE 188 mph
 DESCENT 170 mph @ 8

95 A
16,000
390 A
18,000
95 B
12,000

95 A
28,000
95 B
28,000
390 A
24,000

MF/DF K

BOMBER-BOMBER A

VHF CHANNEL D
(KK) (007)

VHF CALL SIGNS:

BOMBERS GOLDSMITH ONE SIX
 FIGHTERS DENVER ONE
 GROUND TACKLINE
 (KK)

VHF/DF STATIONS:

FRAMLINGHAM: J/S
 BURY ST. EDMUNDS: CHARLES B (S-SEA)
ON CHANNEL B

R/T COLLECTIVE CALL SIGNS:

3-c B D STANPOUT
 13th C.W. ZOOTSUIT PURPLE
 95th B.G. ZOOTSUIT RED
 100th B.G. PINK
 390th B.G. GREEN

95th GROUP R/T CALL SIGNS

LEAD SQUADRON ZOOTSUIT RED ONE
 HIGH SQUADRON " TWO
 LOW SQUADRON " THREE

FLARES:

13th B.W. O
 95th B.G. RG
 100th B.G. G
 390th B.G. R YO

COLORS OF THE DAY:

0700-1300	GY	S-Sugar	W-Willie
1300-1900	RG	I-Item	O-Charlie
PERIOD	CHALLENGE	CHALLENGE	REPLY

13th C.W. COLLECTIVE ALDIS
 95th B.G. RED 'B'
 100th B.G. PINK 'D'
 390th B.G. GREEN 'J'

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS
 LEAD SQUADRON AMBER 'B'
 HIGH SQUADRON PINK 'D'
 LOW SQUADRON RED 'B'

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

95"B"

SECTION 119

FORM 3

DATE 12-12-43

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST.	ACT.	EST.	ACT.	
412	D	0634	PFF						
412	B	0634	CARRERS			0839			
412	Q	7876	WOODCOCK			0840	1544		
412	Q	1054	BATCHA	✓		0840	1530		
412	T	7882	BROWN	✓		0841	1531		
412	L	0173	CALLOWAY			0842	1529		
412	W	3273	WORTHY			0843	1532		
336	M	0244	FISCHER			0844	1504		
336	O	9883	CONLEY	✓		0845	1521		
336	C	0674	SMITH			0845	1522		
412	R	9869	ROGERS	✓		0846	1513		
412	V	0255	HOLCOMBE			0846	1510		
412	X	0233	HUBBS			0847	1514		
336	K	7935	JEFFERS	✓		0848	1524		
336	G	7734	CURRENCE	✓		0849	1523		
336	A	3153	DEAN			0850	1525		
336	N	9884	KERR	✓		0850	1536		
412	Z	3045	FRANCIS			0850	1556		

95 "B"

Authority NND 745005
By JG NARA Date 218 09
FORM 3

SECTION 119

DATE 12-13-43

	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST.	ACT.	EST.	ACT.	
336	D 3400	HANSEN			0857		1536	
336	E 1205	HEARN			0853		1538	
336	L 0226	McHAUSER			0853		1537	
336	J 5918	FOLEY			0854		1538	
412	U 0235 0235	HIATT			0924		1522	EXTRA
412	S 7876	BROWNLOW			0855		1531	EXTRA

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-13-43

TARGET _____

1. 13B C.W. 95B GROUP POSITION LEAD GP LEADER Colt MAJOR MUMFORD
 2. TAXI TIME 1st A/C 0810 T.O. 1st A/C 0825 ETD 0840 BASE 0830 ETR _____
 3. SQUADRON 334 NO. OF A/C _____ CALL SIGNS: W/T RFZ

WR-B
PEF

A/C	: 837	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C _____ CALL SIGNS: W/T LF6

A/C	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 11 CALL SIGNS: W/T PJL

M O C K G A N D E L J

A/C	: 0244	: 9853	: 0674	: 7935	: 7734	: 3153	: 9854	: 3400	: 1205	: 0226	: 5918	:	:
A.T.O.	: 844	: 845	: 845	: 846	: 847	: 850	: 850	: 857	: 853	: 853	: 854	:	:
A.T.R.	: 1504	: 1521	: 1522	: 1524	: 1523	: 1525	: 1536	: 1536	: 1538	: 1537	: 1538	:	:

SQUADRON 412 NO. OF A/C 12 CALL SIGNS: W/T NFN

O S Q T L W R V X Z P S U

A/C	: 0634	: 7876	: 1054	: 7882	: 0173	: 3273	: 9869	: 0255	: 0233	: 0712	: 7876	: 0235	:
A.T.O.	: 840	: 845	: 840	: 841	: 842	: 843	: 846	: 846	: 847	: 857	:	:	: 0924
A.T.R.	: 1544	: 1531	: 1530	: 1531	: 1529	: 1532	: 1513	: 1510	: 1514	: 1556	:	:	: 1522

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:

Authority NND 745005
By JG NARA Date 2/8/07

DECLASSIFIED
 Authority *AND 745005*
 By *JG NARA* Date *2-18-09*

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 A.P.C. #634
 COMBAT MISSION

SQUADRON 336th

DATE 13 December 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
	0244	FISCHER	WILKINSON	BOZARTH	KRAYNEY	MCEVOY	BASS	HALL	MORROW	KIRKALDIE	TYNER
	9883	CONLEY	HOOD	CORDELL	ACKERMAN	MEYER	DOYLE	BACA	WILLIAMS	SOMMERS	WUKITCH
	6918	FOLEY	KEITH	SHAUGHNESSY	WAYMAN	CARTER	ROTHMAN	BENDERSON	HOBBS	KING	GIESLER
	9884	KEPR	MURPHY	BALL	HEARTY	GRISLER	BRACE	SEYMOUR	GROVE	MARTIN	NEWELL
	7935	JEFFERS	THAYER	BLAGG	FRETZE	BECK	LAFARNERE	BARNES	ADLER	BRISCOE	WEINAN
	3400	HANSEN	BUSIEK	MCTAVISH	EDGAR	FISCHER	HAYES	FORMAN	HEBERT	WISULICH	BOWEN
	1205	HEARN	TAYLOR	HILL	REEVES	KLEIN	BELEN	ROUSE	SANDERS	HIGGINBOTHAM	CHAVEZ
	0226	MCCALLISTER	KELSEY	SANDS	DEMARTINO	KIMECEK	SANDIN	FEINGOLD	JONES	WEITRAKOWSKI	RAPP
		BROWLOW	WALLACE	SIMPSON	KISER	WOOD	KELLY	PRIEST	ENNIS	RIFE	VINTER
	3153	DEAN	CRAIG	MATSTICH	WOLFE	ALVAREZ	THOMPSON	ARENSON	FEDDY	COOK	PICKUP
	7734	CURRENCE	HANKINS	EDWARD	WERNER	WOZNICKI	RABINOWITZ	DAVIS	REBE LANDYKORNEK	CAMPBELL	KELLEHER
		FRANCIS	HAMBY	BURKE	WOOLEN	POLLARD	BAMBRIGHT	SOUTHARD	HOLLYFIELD	JOHNSON	LESLIE
EXTRA SHIPS		KROEGER	PITCHEO	CHARLES	DOMINICK	GREEN	SCHWARTZ	BORDONARO	HICKS	BATTISTINI	KATZ

XXXXXXXXXXXXXXXX

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
	0674	SMITH	BOOHER	FEINGOLD	TARKINGTON	MELE	MORRISON	ESHIUS	HEARN	ADAMS	O'NESE
PRACTICE MISSION											

DECLASSIFIED
 Authority NND 745005
 By JG NARA Date 218 09

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

"B" GROUP

GROUP FORMATION FORM

DATE 13 December 1948

LEAD

Clowes - NAJ PFF Major
4 84 *mumford*

LOW

BATCHA
10 54

WOODCOCK
06 34

HIGH

KERR
98 84

BROWN
78 82

FISCHER *major House*
02 44

HANSEN
34 00

FRANCIS
30 95

WORTHY
32 73

CALLOWAY
01 73

SMITH
06 74

CONLEY
98 83

HEARN
12 05

ROGERS
98 69

FOLEY
59 18

MCALLISTER
02 28

EXTRA

HUBBS
02 33

HOLCOMBE
02 55

HIATT
0235

BROWNLOW
7876

JEFFERS
79 35

DEAN
31 53

CURRENCE
77 34

10500

BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

PPF
CARRIERS
0004

BATCHA
1054*

WOODCOCK
2226
0634

FISCHER
0244

KEER
9884*

FRANCIS
3095

BROWN
7882

SMITH
0674

COWLEY
9883

HANSEN
3400

WORTHY
3273

GALLOWAY
0175*

ROGERS
9859*

HEARN
1205

MALLISTER
0226

HUBBS
0232*

HOLCOMBE
0255*

POLEY
5918*

JEFFERS
7955

DRAW
3153

SURRENCE
7754*

HIATT
0522

BROWNLOW
7876

READINESS 0640 0655
STATIONS 0740 0755
TAXI 0755 0810
TAKE OFF 0810 0825
RENDEZVOUS _____

EXTRA SHIPS
334 _____
335 _____
336 7826 (Lead)
412 0322

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES

95 A
14,000
390 B x A
13,000
95 B
12,000

95 A
26,000
95 B
25,000
390 B A
24,000

CLIMB 150 mph @ 500 FPM
CRUISE 155 mph
DESCENT 170 mph @ 500 f

MF/DF K BOMBER-BOMBER A VHF CHANNEL D
(XX) (OXX)

VHF CALL SIGNS:

VHF/DF STATIONS: U/S
FRAMLINGHAM:

BOMBERS GOLDSMITH ONE SIX
FIGHTERS DEWIER ONE
GROUND TACKLINE
(XX)

BURY ST. EDMUNDS CHAINLEG B (PAKER)
ON CHANNEL B

R/T COLLECTIVE CALL SIGNS:

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

3rd B.D. STAMPOUT
13th C.W. ZOOTSUIT PURPLE
95th B.G. ZOOTSUIT RED
250th B.G. " PINK
390th B.G. " BLACK GREEN

FLARES:

COLORS OF THE DAY:

13th C.W. G
95th B.G. RG
100th B.G. G
390th B.G. X₂ YG

0700-1500 GY S-Sugar W-Willie
1500-1900 RG I-Item G-Charlie
PERIOD CARTRIDGE CHALLENGE REPLY

13th C.W. COLLECTIVE ALDIS
95th B.G. RED "B"
100th B.G. RED "D"
390th B.G. RED "J"

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS
LEAD SQUADRON AMBER "B"
HIGH SQUADRON GREEN "B"
LOW SQUADRON RED "B"

Authority NND 745005
By JGNARA Date 278 07

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

APO 634
15 December 1943

SUBJECT: Lead Navigator's Narrative, Mission of 13 December 1943.

**TO : Commanding Officer, 95th Bombardment Group (H), APO 634.
Ninety Fifth A-Group Formation**

1. The Ninety Fifth A-Group took off as scheduled at 0810 and due to a light cloud cover assembled over the field at 4,000' at 0830.

2. Combat Wing rendezvous was made at 0951 at Bu # 8 at 10,800'. We proceeded from this point to Bu # 7 then to Spaulding "S" ing to let the lead Wings in the lead. We left the Coast six minutes late at 11,000' and five miles left of course. At 1056, 53° 42'N 01° 03'E we began to climb reaching bombing altitude at 54° 35'N 05° 58'E at 1200.

3. At 1213, 54° 35'N 06° 56'E, we turned on a magnetic heading of 133°. Using D.R. I assumed we crossed the enemy coast at 53° 52'N 08° 36'E at 1232. In the meantime we had climbed to 26,000 to avoid a layer of clouds at 1237, 53° 41'N 09° 03'E, we turned on a M.H. of 180° for seven minutes to 53° 19'N 09° 28'E, then to a H.H. of 97° for five minutes, 53° 18'N 10° 00'E. From this point we turned into Hamburg on a heading of 20°. Bombs were away at 1257.

4. At 1304, 53° 37'N 09° 55'E, we started our descent slowly leaving the enemy coast at 53° 50'N 08° 58'E on a heading of 282°. On a heading of 270° at 1359, a "G" fix showed us to be at 53° 53'N 05° 13'E at 16,000' at 1451 we crossed the English Coast near Cromer at 6,700' arriving at our base at 1510.

RALPH B. HAYES
2nd Lt., Air Corps,
Lead Bombardier.

Authority NND 745005
By JG NARA Date 2-13-09

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

APO 634
15 December 1943

SUBJECT: Lead Navigator's Narrative, Mission of 13 December 1943.

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

Ninety Fifth B-Group Formation

1. The Ninety Fifth Bombardment Group "B" took off as scheduled at 0840-0855 and assembled over the base at 0905.

2. Wing rendezvous was made 2 minutes early at Buncher # 8. Approaching Spaulding, three miles left of course to make good the controlled time, we turned left approximately 30° to get into position behind the lead wing and to avoid their prop wash. We left the coast six minutes late at $53^{\circ} 30' N$ $00^{\circ} 05' E$ behind the lead wing. Four minutes ahead of the controlled time, six miles south of the briefed point at 25,000', we turned onto a heading of 135° for 25 minutes.

3. We crossed the enemy coast 10 miles south of Cuxhaven at 1231. It was necessary to climb to 27,000' to clear a layer of cirrus clouds at our briefed altitude. At 1237 we altered course to 150° for 3 minutes; at 1245, 94° for 5 minutes and at this point turned into Hamburg on a heading of 15° on the bomb run. Bombs away at 27,000' at 1250 on a heading of 15° .

4. We left the enemy coast at 1316 at $53^{\circ} 50' N$ $08^{\circ} 58' E$ on a heading of 232° . At 1341 we started our descent and altered course to 270° . At 1357 we turned to 241° heading at $53^{\circ} 57' N$ $06^{\circ} 25' E$ and made landfall at Cromer at 1451 at 6,000'. The low group peeled off and we returned to our base arriving at 1503.

ROBERT CLOWNS
2nd Lt., Air Corps,
Lead Navigator.

3 Incls

- Incl 1 - Flight Plan
Mission 13/12/43
- Incl 2 - Track Chart
Mission 13/12/43
- Incl 3 - Log Sheet
Mission 13/12/43

By Jg NARA Date 2-18-09

Authority NND 745005

DECLASSIFIED

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

APO 634
13 December 1943

SUBJECT: Lead Bombardier's Narrative, 95-A, Mission of 13 December 1943.

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

1. Bombing Approach and Run - The bombing was done on P.F.F. standard operating procedure. A small turn was made to the left at the I.P. The P.F.F. fired a yellow flare at the I.P. and group Ninety Five -A opened their bomb bay doors. The Combat Wing in echelon formation made a four minute straight and level bomb run and dropped his markers indicating the bomb release line. As Ninety Five A Group was carrying M-47A1 incendiaries and P.F.F. was set up for M-45 500 Lb. H.E. bombs it was necessary for the lead bombardier to delay his release six seconds past the bomb release line which he did with the aid of a stop watch. Other airplanes in formation dropped on him. Heavy flak was encountered on the run but no enemy aircraft were seen. There was a 10/10 undercast.

2. Disposition of bombs - Twenty One aircraft were in the formation as they crossed over the target. Aircraft No. 7894 released 20 on target and jettisoned 22 over water on return due to rack malfunction. Each of the other aircraft dropped 42, M-47A1 incendiary bombs on the target. Total number of bombs dropped on primary was 860. These bombs had standard M-47A1 fuse.

3. Type of Release - Of the 860 bombs dropped at target 545 were released through the intervalometer (75 Ft. interval), 398 were toggled and 17 were salvoed armed. Aircraft 42-6030 aborted at the enemy coast and jettisoned bombs in sea.

4. Tabular Summary

	Aircraft		Bombs			
	Over Target	Bombing	No.	Size	Type	Fuzing
Main Bomb Fall (Kiel)	21	21	882	70 Lb.	M47A1	Standard
Total bombs on target			860	70 Lb.	M47A1	Standard
Other bomb expenditures			64	70 Lb.	M47A1	Standard
Bombs returned			None.			
Total (loaded on aircraft taking off)			924,	70 Lb.,	M47A1,	Standard.

JOHN T. CLANCY
2nd Lt., Air Corps,
Lead Bombardier.

By Jg NARA Date 2-18-07

Authority NND 745005

UNCLASSIFIED

CONFIDENTIAL

(EQUALS BRITISH SECRET)

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

(J-1)

AFO 634
13 December 1943

SUBJECT: Operational Communications.

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

1. Of the Forty-four (44) crews that participated in the mission, Forty-one (41) were available for interrogation by the Communications Officer.

2. Mechanical and Electrical failures were as follows:

- (a) 336-A ("Gee" failure/broken wire).
- (b) 412-W ("Gee" failure/running blip).
- (c) 334-D (VHF faulty/bad dynamotor). (Command out/mod. unit burned).
- (d) 335-W (Interphone out/gnd. checked and found O.K.).
- (e) 412-Q (Interphone out/gnd. checked and found O.K.).
- (f) 334-W (Interphone out/defective tube).
- (g) 334-L (GP Interphone out/faulty jack box).

3. The following Navigational Aids were used successfully:

- (a) 36 A/C used Splashers and Bunchers.
- (b) 335-P (1 Fix, MF Section "K").
- (c) 412-Z (2 QDM's-Home Station).
412-O (1 QDM- Home Station).
336-W (1 QDM- Home Station).
- (d) Sixteen (16) A/C used Station 7000.

4. "Gee" operation experienced jamming and fading over the North Sea. Good results obtained from Navigational Aids. Excellent reception of Division Ground Station.

Frederick W. Govedich
FREDERICK W. GOVEDICH;
1st Lieut., Air Corps,
Communications.

Authority NND 745005
By Jg NARA Date 2-13-09

CONFIDENTIAL

(EQUALS BRITISH SECRET)

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

13 December 1945

SUBJECT: S-2 Report on 95-A.

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

1. Twenty One A/C from this Group designated as 95-A took off from this base from 0810 to 0825 to bomb the center of the city at Kiel, Germany.
2. One A/C number 8080 returned at 1410 because of a runaway prop after flying to within fifty or sixty miles of the target. All other A/C attacked Hamburg and dropped bombs on the lead group.
3. The briefed course was not followed as the PFF went south of the course at approximately 54°40'N and 06°50'E going south of Hamburg and then turning into Hamburg the bombs were dropped on that city. A study of the pictures do not give any results of the bombing as there was a complete cloud cover over the city. However, the PFF pilot reports excellent bombing of Hamburg.
4. No E/A attacked this formation.
5. Meagre pointed flak and inaccurate was reported at Wenzendorf and Brunsbittelkoag. Intense A A fire mostly directed on the Group behind us came from the Hamburg area, also a box barrage was reported by 4 A/C at the target.
6. A/C #7879 crash landed at Honington because he couldn't lower left landing gear. All other A/C landed at base between 1515 and 1600 hours.

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

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

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

13 December 1943

SUBJECT: S-2 Report on 95-B.

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

1. 22 A/C and 1 PFF took off between 0839 and 0924 hours.
2. All A/C attacked Hamburg and bombed on the PFF.
3. The briefed course was not followed as the PFF went south of the course at approximately 54°40'N and 06°50'E going south of Hamburg and then turning into Hamburg the bombs were dropped on that city. A study of the pictures do not give any results of the bombing as there was a complete cloud cover over the city. However, the PFF pilot reports excellent bombing of Hamburg.
4. No E/A Attacked this formation.
5. Meagre pointed flak and inaccurate was reported at Wenzendorf and Brunsbittelkoog. Intense A A fire mostly directed on the Group behind us came from the Hamburg area, also a box barrage was reported by 4 A/C at the target.
6. All A/C landed at base between 1504 and 1544 hours.

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

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

IMMEDIATE INTERPRETATION REPORT NO. K.1832.

LOCALITY: KIEL.

PERIOD UNDER REVIEW.

These photographs were taken after the attack by aircraft of 8th U.S.B.C. on 13th December, 1943, with fighter escort.

PROVISIONAL STATEMENT ON DAMAGE.

Two main damaged areas are seen as a result of this raid. The important shipbuilding yard of Deutsche Werke Kiel A.G. (priority 1+) has received further severe damage. Among the many buildings affected are the following: Boat-building Shops, Plate-Sheds, Carpenters Shops, Iron Stores, Turbine Engine Workshop, Engineering Workshop, Factory Workshops and Slipways.
(8006)

There is a second concentration on the town centre in the area of the Kleiner - Kiel and the Exerzier Platz. The Rathaus and the Stadt Theatre are among the damaged buildings.
(7005)

This report is subject to correction and amplification from a more detailed assessment.

PHOTOGRAPHS TAKEN BY: U.S. 7 Photo Group.

SORTIE: AA/456

MEAN TIME OF PHOTOGRAPHY: 1330 hrs.

SCALE: 1/12,500 approx. (F.L.36")

COVER AND QUALITY: The whole town and docks are covered on photos of good quality (scale 1/12,500 approx.) but marred by long shadow.

LAST REPORT: The last report on damage at Kiel was Supplement to Immediate Interpretation Report No. K.1638 issued on 9th Aug. 1943.

MAPS USED: C.B. Plan and C.I.U. Industrial Plan.

Print 8006, Neg. No. 33399 distributed.

SECRET.
R.A.F. Station,
Medmenham.
RHL/MMvI/B.

DISTRIBUTION NO. 24.

H.Q.F.C.	20
E.	172
I.	24
Total:	216

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

210

INTERPRETATION REPORT NO. SA 694

ATTACK ON THE KIEL, BREMEN, HAMBURG AREA ON 13.12.43

(i) INFORMATION RECEIVED ON THE ATTACK

(a) This report is based on photographs taken during a daylight attack on KIEL, BREMEN and HAMBURG by aircraft of U.S. VIII Bomber Command on 13.12.43.

(b) 355 aircraft attacked KIEL between 1243 and 1317 hours. Bombs were dropped as follows:

1640 x 500 lb. G.P.
4670 x 100 lb. I.B.
973 x 500 lb. I.B. clusters

173 aircraft attacked BREMEN between 1159 and 1247 hours. Bombs were dropped as follows:

915 x 500 lb. G.P.
4567 x 100 lb. I.B.

116 aircraft attacked HAMBURG at 1300 hours. Bombs were dropped as follows:

771 x 500 lb. G.P.
1442 x 100 lb. I.B.

(c) The aircraft were provided with full fighter escort.

(d) The aircraft approached each of the targets from a westerly direction.

(ii) STATEMENT ON THE ATTACK

(a) The three targets are entirely obscured by a solid under-cast of clouds between 4000 and 6000 ft., and no ground detail is visible sufficiently close to the falling bombs to permit any statement as to the location of their points of impact. However, marker trails are clearly visible on photographs from aircraft on all three missions and in a number of instances bombs are seen falling close to and even across these trails. In one instance as many as thirteen sticks of bombs were photographed on a single marker.

(b) There is certain photographic evidence in spite of the heavy cloud that bombs, especially from aircraft over the BREMEN area, have caused fires and possibly explosions in a populated area. Disturbances near the ground causing unusual cloud formations are visible in widely separate localities. No conclusive statement as to the nature of these can be made.

(c) The presence of heavy flak, especially true at KIEL, is evidence that the aircraft were over a heavily defended position.

(iii) ANNOTATED PRINTS

(a) ANNOTATED PRINT NO. I (SAV 305/233-3)

- A. Marker trails
- B. Thirteen sticks of bombs in close proximity to the marker trails.

(b) ANNOTATED PRINT NO. II (SAV 91/132-3)

- C. Cloud disturbance from smoke and possible explosion near Bremen.

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

- D. Marker trail
- E. Smoke and possible explosion.

(iv) BOMB PLOT AND PRINTS

- (a) No bomb plot can be prepared.
- (b) Annotated Prints Nos. I and II will be generally distributed.

(v) PHOTOGRAPHS RECEIVED

(a) KIEL

SAV 92/83	13.12.43	1245 hrs.	1/41,800	(F.L.7")	24,400'	'C'
" 93/27	"	1306 "	1/40,300	"	23,500'	"
" 94A/176	"	1317 "	1/41,000	"	24,000'	"
" 94A/177	"	" "	"	"	"	"
" 94A/179	"	" "	"	"	"	"
" 94A/183	"	1318 "	"	"	"	"
" 94B/178	"	1312 "	1/42,000	"	26,000'	"
" 94B/180	"	" "	"	"	"	"
" 94B/181	"	Unknown	"	"	"	"
" 94B/182	"	"	1/39,000	(F.L.8")	"	"
" 94C/175	"	1317 hrs.	1/44,700	(F.L.7")	"	"
" 100A/104	"	1308 "	1/42,900	(F.L.7")	25,000'	"
" 100A/105	"	1309 "	1/41,500	(F.L.7")	24,200'	"
" 100A/106	"	1308 "	1/45,200	(F.L.6 ³ / ₈ ")	24,000'	"
" 100B/107	"	1259 "	1/43,500	(F.L.7")	25,400'	"
" 305/225	"	1245 "	1/37,500	(F.L.8")	25,000'	"
" 305/226	"	1245 "	1/25,000	(F.L.12")	25,000'	"
" 305/227	"	1245 "	1/43,000	(F.L.7")	25,000'	"
" 305/228	"	1244 "	1/43,000	(F.L.7")	25,000'	"
" 305/229	"	1245 "	1/37,500	(F.L.8")	25,000'	"
" 305/230	"	1243 "	1/43,000	(F.L.7")	25,000'	"
" 305/231	"	1245 "	1/43,000	(F.L.7")	25,000'	"
" 305/232	"	1244 "	1/43,000	(F.L.7")	25,000'	"
" 306/220	"	1247 ¹ / ₂ "	1/36,700	(F.L.8")	24,500'	"
" 306/222	"	1247 ¹ / ₂ "	1/42,000	(F.L.7")	24,500'	"
" 306/223	"	1247 ¹ / ₂ "	1/42,000	(F.L.7")	24,500'	"
" 351/126	"	1248 "	1/26,100	(F.L.12")	26,100'	"
" 351/127	"	1248 "	1/40,000	(F.L.8")	26,100'	"
" 351/128	"	1248 "	Oblique	(F.L.6 ³ / ₈ ")	26,100'	"
" 351/129	"	1248 "	Oblique	(F.L.6 ³ / ₈ ")	26,100'	"
" 385A/91	"	1316 "	1/43,000	(F.L.7")	25,000'	"
" 385A/92	"	" "	1/25,000	(F.L.12")	"	"
0-34-389	"	1315 "	Oblique	(F.L.6 ³ / ₈ ")	23,000'	'B'
0-392-37	"	1312 "	"	"	24,000'	'C'
SAV 392/39	"	" "	1/41,000	(F.L.7")	"	"
" 392/40	"	" "	"	"	"	"
" 392/41	"	" "	"	"	"	"
" 392/42	"	" "	"	"	"	"
" 392/43	"	" "	"	"	"	"
" 401/7	"	1248 "	1/46,300	"	27,000'	"
" 401/8	"	" "	1/52,700	(F.L.6 ³ / ₈ ")	28,000'	"
" 401/9	"	" "	1/46,300	(F.L.7")	27,000'	"
" 401/10	"	1246 "	1/50,300	(F.L.6 ³ / ₈ ")	26,700'	"
" 401/11	"	1248 "	1/49,900	"	26,500'	"
" 401/12	"	1245 "	1/41,000	(F.L.7")	24,000'	"
" 482/36	"	1247 "	1/44,000	"	25,600'	"

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

(b) BREMEN

SAV 91/129	13.12.43	Unknown	1/55,000	(F.L.6")	27,500'	"
" 91/131	"	1204 hrs.	1/42,100	(F.L.8")	28,100'	"
" 91/132	"	1204 hrs.	1/55,000	(F.L.6")	27,500'	"
" 91/135	"	1204 hrs.	1/49,400	(F.L.7")	28,000'	"

/ SAV 303/229