

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

E-B-20

APO 634
21 December 1943

SUBJECT: Report of Operations Officer...Mission of 20 December 1943...
Bremen.

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

1. General Narrative

The 95 A Group formation took off 0850 - 0854 (nine ships).
95 A furnished the low squadron and extras for 390 A Group.

13th Combat Wing with 95 B leading rendezvoused at Bomber # 11
at 18,000 feet one minute early. Proceeding to Splasher # 6 the 390 A
Group joined 95 B to form the 13th Combat Wing, but the 100th Group was not
seen at Splasher # 6.

Climbing to bombing altitude was begun after passing Cremer,
at 1052 on time. Good formation was held during the climb. Bombing
altitude was reached crossing the enemy coast at Texel at 1125. Just
prior to reaching the enemy coast a Group ahead executed two 180° turns
and formed the 3rd Group of our Wing. They flew in the high Group position
and were not positively identified.

The briefed route was followed to the I.P., reached at 1155.
At this point Combat Wing bombing formation was assumed for the bombing
run. Visual bombing tactics were employed. Bombs were dropped at 1204
on Bremen.

Course was altered after bombs were dropped to miss some AA
fire.

Rally point at 1208 with Combat Wing formation in tact and on
course. Descent began and the enemy coast was recessed at Juist Island
at 1236. 95 A Group formation crossed English coast at 1429 arriving at
base at 1445, landing from 1453 - 1514 hours.

2. Aircraft not Attacking

9 A/C took off as shown in diagram "A". 8 A/C attacked the target
at 1204 with good results. One A/C, # 42-30609 returned early as they
were spares, with no vacancies. Not a sortie as it didn't cross enemy coast.
Formation over the target is as shown in Diagram "A".

3. Aircraft Lost

One A/C # 42-51305 is missing and apparently was shot down over
the target area at about 1208 hours. Two engines afire, losing altitude,
still under control. Two chutes seen.

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

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

DECLASSIFIED

Authority NND 745005

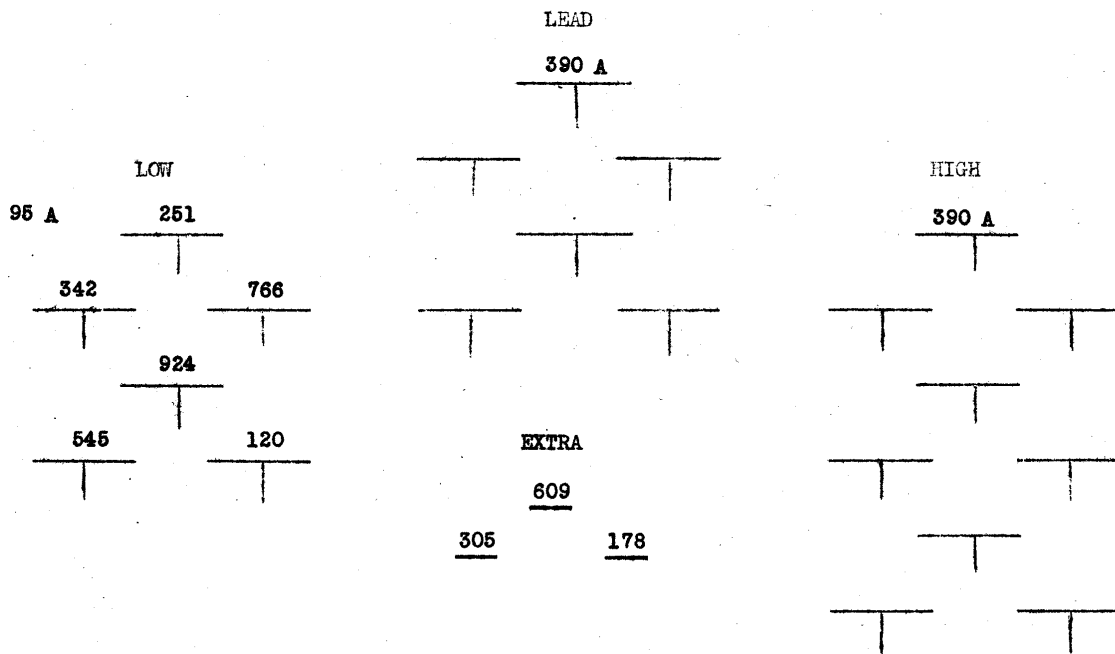
By JG NARA Date 2-18-09

95 A GROUP
DIAGRAM "A"

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

GROUP FORMATION FORM

DATE 20 December 1945



BRIEFING _____

READINESS _____

STATIONS _____

TAXI _____

TAKE-OFF _____

RENDEZVOUS _____

EXTRA SHIPS

334 _____

335 _____

336 _____

412 _____

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

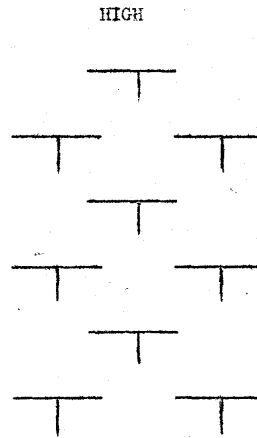
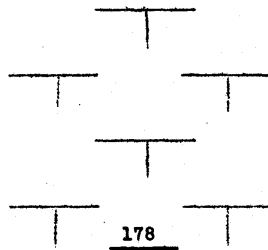
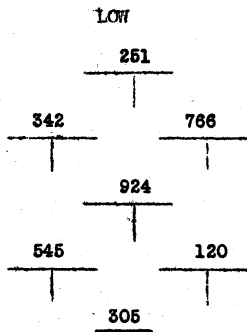
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

95 A GROUP
DIAGRAM "B"

GROUP FORMATION FORM

DATE 20 December 1945

LEAD



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,
21 December 1945.

SUBJECT: Report of Operations Officer... Mission of 20 December 1945...
Bremen.

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

1. General Narrative

The 95B Group formation took off 0905 - 0921 hours rendezvousing above the field at 2000 feet by 0925. The formation climbed through a five tenths overcast without experiencing any difficulty.

The 13th Combat Wing led by the 95th B Group rendezvoused at Buncher # 11 at 18,000 feet early and proceeded to Splasher # 6. At this time the 390A Group formation joined the 95B formation to form the 13th Combat Wing but the 100th Group formation was not seen at this time. The 95B Group formation then proceeded to Cromer along the Division assembly line while the other Combat Wings fell in behind them.

The climb to bombing altitude was begun just after passing over Cromer at 1052. The 95B Group formation was on time at Cromer and began the climb at the ordered time. The formation did not string out during the climb and fairly good Combat Wing formation was held. The 95B Group reached bombing altitude just as they crossed the enemy coast at Texel Island at 1125. At this time a Group ahead made a 360° turn and filled in defensive formation. This Group was not positively identified.

The ordered route from the enemy coast to the I.P. was flown. The 95B Group formation reached the Initial Point at 1155 and made their turn on to target. At this time the other two Groups in the 13th Combat Wing assumed Combat Wing bombing formation at the I.P. and flew this formation on the bombing run. Since the target was almost completely unobscured visual bombing tactics were employed instead of using PFF methods as were originally planned. Bombs were dropped at 1204 on Bremen. The lead aircraft, a PFF, had a little trouble releasing his bombs, but they were away within 2 to 3 seconds after the indices met. The bombs were seen to go into the smoke screen and fires of Bremen.

After the bombs were dropped course was altered to miss some anti-aircraft fire. The Rally Point was reached at 1208 at which time the Unidentified Group and 390th Group formations resumed Combat Wing defensive formation.

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

The descent was begun as ordered and the enemy coast was recrossed at Juist Island at 1236. The 95B Group recrossed the English Coast at Cromer at 1429 $\frac{1}{2}$.

The 95B Group formation arrived over base at 1445 and the aircraft landed from 1453 to 1514 hours. The 3 pathfinder aircraft flying with the 95B Group formation did not land at this base but proceeded to their own home base.

2. Aircraft not Attacking

Twenty four aircraft of the 95B Group, including 3 PFF aircraft and 3 spares, rendezvousing over the field as shown in diagram "A". A/C # 42-30173 returned to base early because of # 2 and # 3 engines were sluggish. He crossed the English Coast but did not cross the enemy coast so has no credit for sortie. A/C # 42-31329 and # 42-31244 returned early as they were spares and found no vacant space in the formation. 95B Group formation over target is as shown in diagram "B".

3. Aircraft Lost

No aircraft in the 95B Group formation were lost.

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

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

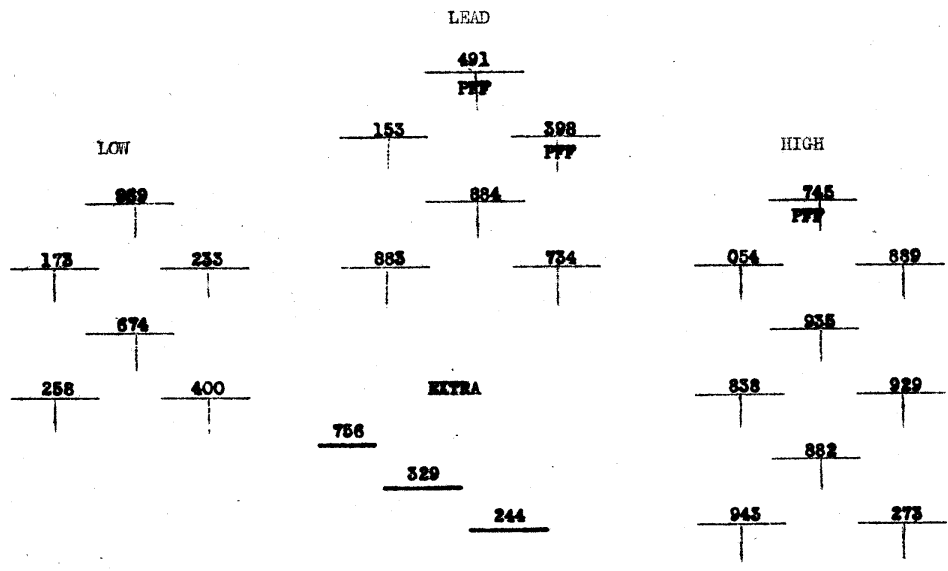
DECLASSIFIED
 Authority NND 745005
 By JG NARA Date 2-18-07

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

95 B GROUP
 DIAGRAM "A"

GROUP FORMATION FORM

DATE 20 December 1945



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

EXTRA SHIPS:
 334 _____
 335 _____
 336 _____
 412 _____

DECLASSIFIED

Authority NND 745005

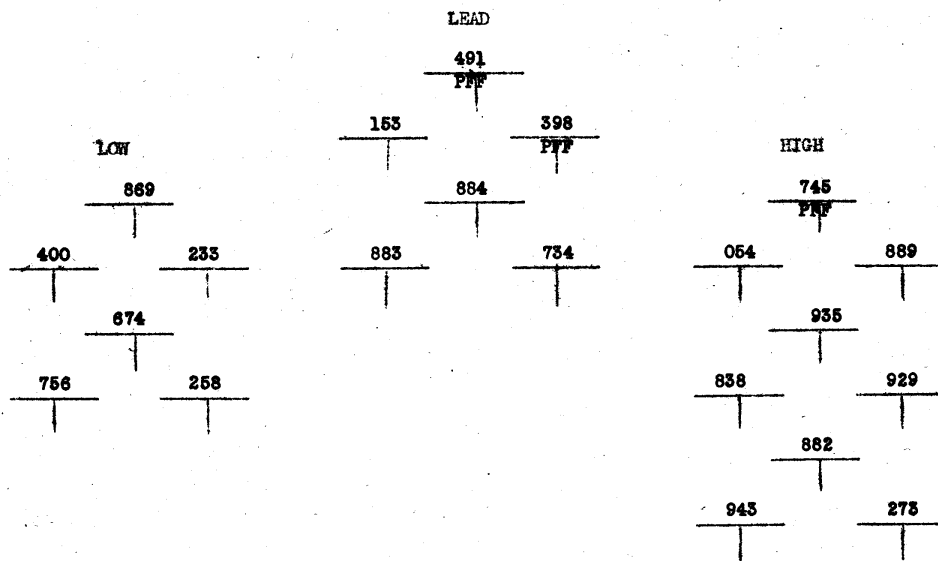
By JG NARA Date 2/18/89

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

95 B GROUP
DIAGRAM "B"

GROUP FORMATION FORM

DATE 20 December 1945



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

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

95 "A"

DECLASSIFIED
 Authority NND 745000
 By JG NARA Date 2-18-07

STATION 119

FORM 3

DATE Dec 20, 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
34	P	1251	Reed			0850		1517	
	F	7766	Lloyd			0850		1525	
	B	0342	Seib			0851		1518	
	N	9924	Brink			0851		1520	
	D	0120	Staben			0852		1455	
	A	3545	Ryznatovsky			0852		1515	
35	N	0609	McIntyre (Extra)			0853		1527	Extra
	S	0178	Milward (Extra)			0853		1525	
	M	1305	Kelley (Extra)			0854			Missing

95 "A"

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE _____

TARGET _____

1. 13 C.W. 95A GROUP POSITION Low GP LEADER MAJ
ETD _____
2. TAXI TIME 1st A/C 0835 T.O. 1st A/C 0850 BASE 0905 ETR 1420
3. SQUADRON 334 NO. OF A/C 6 CALL SIGNS: W/T KHR

1251 776 0342 9924 0120 3545																							
A/C	:	P	:	F	:	B	:	N	:	D	:	A	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	0830	:	0850	:	0855	:	0851	:	0852	:	0852	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	1517	:	1525	:	1518	:	1520	:	1455	:	155	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 3 CALL SIGNS: W/T MFH

0609 0178 1305																							
A/C	:	N	:	S	:	M	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	:	0853	:	0853	:	0854	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	:	1527	:	1525	:	—	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON _____ NO. OF A/C 0 CALL SIGNS: W/T WCR

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

SQUADRON _____ NO. OF A/C 0 CALL SIGNS: W/T RWF

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

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
335	N	0609		EXTRA
:	:	:	:	:
:	:	:	:	:

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

95 B

DECLASSIFIED

Authority NND 745005

By JG NARA Date 2-28-09

FORM 3

STATION _____

DATE 20 Dec 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
	G	491	Asmundsen			0905			alcomb
	G	398	Owen			0905			alcomb
36	A	3153	Dean			0906	1458		
	N	9884	Hearn			0906	1501		
	G	7734	Currence			0907	1501		
	O	9883	McCallister			0908	1500		
	M	745	Wine			0909	-		alcomb
35	L	7884	Woodcock			0909	1459		
412	Q	1054	Calloway			0910	1513		
36	K	7935	Jeffers			0911	1504		
35	Y	7929	Holcombe			0911	1505		
35	Z	9838	Kramby			0912	1502		
412	T	7882	Batcha			0913	1514		
412	W	3273	Segev			0914	1510		
34	K	9943	Worthy			0915	1415		

95B

DECLASSIFIED
 Authority NND 745005
 By JG NARA Date 218 09

FORM 3

STATION _____

DATE 20 Dec 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
412	R	9869	Rogers			0916		1454	
	X	0233	Hubbs			0916		1454	
	L	0173	Dunn			0917		1231	Engine Trouble
36	C	0674	Smith			0918		1456	
	D	3400	Hanson			0918		1453	
	J	1258	Higgins			0919		1457	
34	H	1329	Dunham (Extra)			0920		1233	Extra
35	Q	7756	Burnette (Extra)			0921		1502	
34	O	1244	Williams (Extra)			0921		1230	Extra

95 "B"

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-20-43

TARGET _____

1. 13 C.W. 95B GROUP POSITION LEAD GP LEADER Col. McKnight
2. TAXI TIME 1st A/C 0850 T.O. 1st A/C 0905 ETD BASE 0925 ETR 1420
3. SQUADRON 334 NO. OF A/C 6 CALL SIGNS: W/T KHR

A/C	K	H	O	G	Q	J	:	:	:	:	:	:
A/C	:9943:	1329:	1244:	461:	358:	1258:	:	:	:	:	:	:
A.T.O.	:0915:	0920:	0921:	0905:	0905:	0919:	:	:	:	:	:	:
A.T.R.	:1415:	1333:	1230:	-:	-:	1457:	:	:	:	:	:	:

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

A/C	L	Z	Q	K	:	:	:	:	:	:	:	:
A/C	:7889:	9888:	7756:	7925:	:	:	:	:	:	:	:	:
A.T.O.	:0909:	0912:	0921:	0911:	:	:	:	:	:	:	:	:
A.T.R.	:1459:	1512:	1502:	1505:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 7 CALL SIGNS: W/T WC

A/C	A	N	G	O	K	C	D	:	:	:	:	:
A/C	:3153:	9884:	7734:	9883:	7935:	0674:	3400:	:	:	:	:	:
A.T.O.	:0908:	0906:	0907:	0908:	0911:	0918:	0918:	:	:	:	:	:
A.T.R.	:1458:	1501:	1501:	1500:	1504:	1456:	1453:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 7 CALL SIGNS: W/T RWF

A/C	Q	T	W	R	X	L	M	:	:	:	:	:
A/C	:1054:	7852:	3273:	9869:	0233:	0173:	745:	:	:	:	:	:
A.T.O.	:0910:	0913:	0914:	0916:	0916:	0917:	0909:	:	:	:	:	:
A.T.R.	:1513:	1514:	1510:	1554:	1454:	1391:	11:	:	:	:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
412	L	0173		ENGINE TROUBLE
334	H	1329		EXTRA
334	O	1244		EXTRA
334	K	1415		#2 ENLG. FEATHERED

DECLASSIFIED
 Authority NND 745205
 By JG/NARA Date 2-18-07

"B" GROUP

ASMUNSEN

~~XXXX~~
49 1

DEAN
3153

OWEN
~~XXXX~~
39 8

WINE
~~XXXX~~
~~XXXX~~

ROGERS
9889

GUNN
0173

HUBBS
0233

HEARN
9884

CALLOWAY
1054

~~XXXX~~
745

WOODCOCK
7889

McCALLISTER
9883

CURRENCE
7734

JEFFERS
7935

SMITH
0674

HIGGINS
1258

HANSON
3400

HAMBY
9838

HOLCOMBE
7929

BATCHA
7882

WORTHY
9943

SEGER
3273

DUNHAM
1329

WILLIAMS
1244

BURNETTE
7756

READINESS 0735
STATIONS 0835
TAXI 0850
TAKE OFF 0905
RENDEZVOUS 0925

EXTRA SHIPS
334
335 7826 Loa
336 5918 - 0
412

Authority NIND 745005
By LE NARA Date 2/18/57

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES
CLIMB 150 MPH @ 25
CRUISE 155 MPH
DESCENT 170 MPH @ 50

100
20,000
390 A
19,000
95 B
18,000

95 B
24,000

100
25,000
390 A
23,000

MF/DF D BOMBER-BOMBER A

VHF CHANNEL D
(III)

(WITHDRAWAL)
C
(OUT)

VHF CALL SIGNS:

BOMBERS GOLDSMITH TWO ONE
FIGHTERS DENVER TWO
GROUND TACKLINE
(IT)

CHEEKY
BOOKSHELF
LARGEPIPE
(OUT)

VHF/DF STATIONS:

FRANLINGHAM: U/S

BURY ST. EDMUNDS CHAIRLEG B BAKER
ON CHANNEL B

R/T COLLECTIVE CALL SIGNS:

3rd B.D. STAMPOUT
13th C.W. ZOOTSUIT
A 95th B.G. " RED
100th B.G. " YELLOW
A 390th B.G. " GREEN

95th GROUP R/T CALL SIGNS

LEAD SQUADRON ZOOTSUIT RED ONE
HIGH SQUADRON " " TWO
LOW SQUADRON " " THREE
ALL OTHERS INDIVIDUAL A/C C/S

FLARES:

13th C.W. _____
95th B.G. _____
100th B.G. _____
390th B.G. _____

COLORS OF THE DAY:

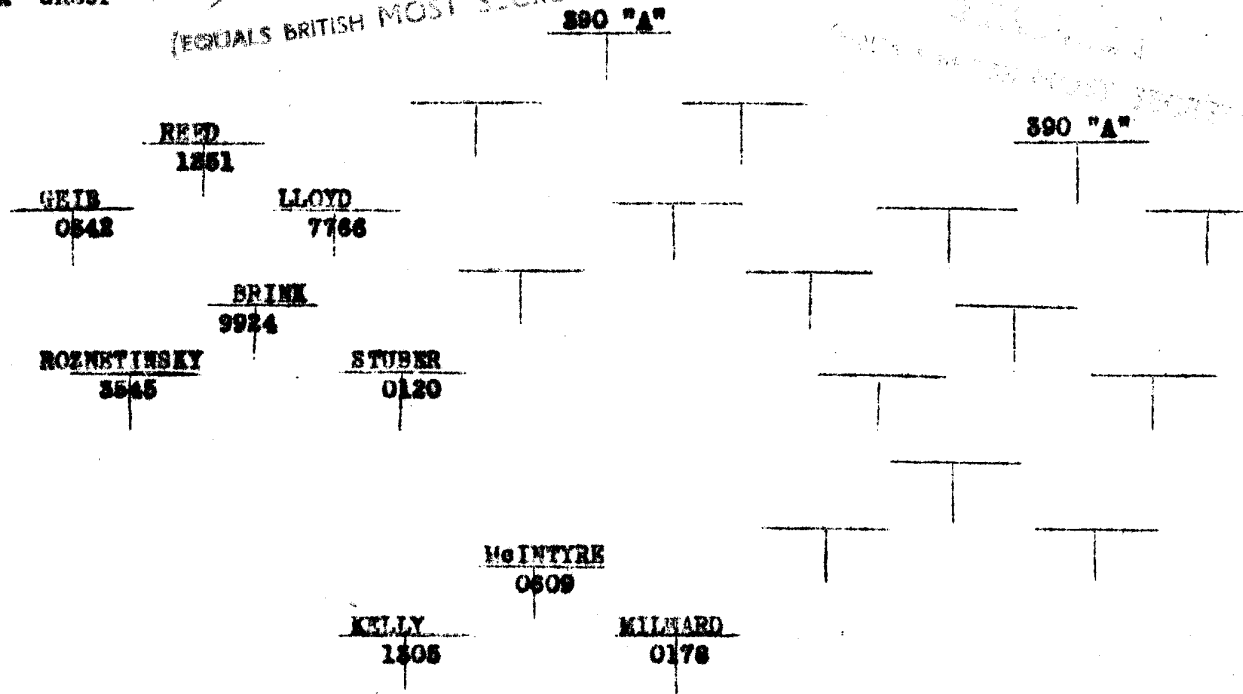
0100-0700 G-G Z-ZEBRA H-HARRY
0700-0800 G-Y D-DOG B-BAKER
1300-1900 R-Y M-MIKE Y-VICTOR
PERIOD CARTRIDGE CHALLENGE REPLY

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"

"A" GROUP

SECRET
(EQUALS BRITISH MOST SECRET)



READINESS 0720
 STATIONS 0820
 TAXI 0835
 TAKE OFF 0850
 RENDEZVOUS 0905

EXTRA SHIPS
 334
 335 1063
 336
 412

Authority NND 745005
 By JG NARA Date 2/18/97

RENDEZVOUS ALTITUDES:

100th 20,000
 390th A 19,000
 95th B 18,000

BOMBING ALTITUDES:

100th 25,000
 95th B 24,000
 390th A 25,000

OPERATING PROCEDURE

CLIMB 180 MPH @ 2
 CRUISE 165 MPH
 DESCENT 170 MPH @ 5

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

VHF CALL SIGNS: TWO
 BOMBERS GOLDSMITH RED ONE
 FIGHTERS DENVER TWO
 GROUND TACKLINE (IN)

CHEEKY
BOOKSHELF
LARGEPIPE (OUT)

VHF/DF STATIONS: U/S
FRAMLINGHAM:

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

390 A

390th GROUP R/T CALL SIGNS
 LDR LEAD SQUADRON ZOOTSUIT GREEN LDR
 HIGH SQUADRON INDIVIDUAL A/C C/S
 LOW SQUADRON

FLARES:

13th C.W. _____
 95th B.G. _____
 100th B.G. _____
 390th B.G. _____

COLORS OF THE DAY:

0100-0700	G-G	Z-ZEBRA	H-HARRY
0700-1300	G-Y	D-DOH	B-BAKER
1300-1900	R-Y	M-MIKE	V-VICTOR
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"

BY MR. NAKA DATE

95 "A" Formation

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

GROUP FORMATION FORM

DATE 20 December 1943

LEAD- 390 A

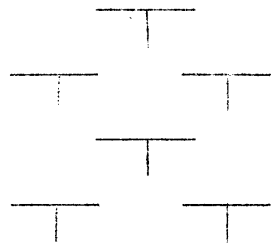
LOW

REED
1261

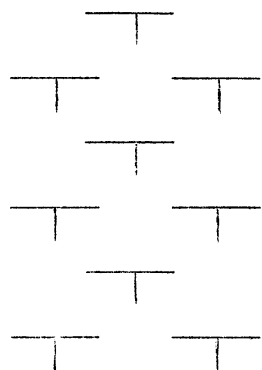
GEIB LLOYD
0342 7766

BRINK
9224

ROZNETINSKY STUBER
3545 0120



HIGH - 390 A



EXTRA

McINTYRE
0809

KELLY
1305

MILWARD
0178

BRIEFING _____

READINESS _____

STATIONS _____

TAXI _____

TAKE-OFF _____

RENDEZVOUS _____

EXTRA SHIPS

334 _____

335 **1065** _____

336 _____

412 _____

By JG/NARA Date 2 18 59

5 "B" Formation

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

GROUP FORMATION FORM

DATE 20 December 1943

LEAD

P F F
491

LOW

DEAN
3188

P F F
3918

HIGH

P F F

ROGERS
9889

HEARN
9884

~~3455~~
745

GUNN
0178

HUBBS
0258

McCALLISTER
9883

CURRENCE
7754

CALLOWAY
1054

WOODCOCK
7889

SMITH
0674

JEFFERS
7956

HIGGINS
1268

HANSON
8400

EXTRA

HAMBY
9838

HOLCOMBE
7929

DUNHAM
1329

BURNETTE
1244

BATCHA
7882

WILLIAMS
7756

WORTHY
9943

SEGER
8273

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

EXTRA SHIPS
334
335 7828 Lead
336 5918 - 0226
412 _____

Authority MND 745005
 By JG NARA Date 218 27

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

SQUADRON 334th

DATE 20 December 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
G-9	1251	INFELD	MUNSON	FLADERON	WEISLO	MURRYMAN	TOPOLSKI	STERN	BURGARDNER	BAKER	SKALN
G-12	8546	LLOYD	JONES	SKINNER	ALLMAN	JANNSEN	GILLMAR	RICE	VALK	HYGT	ROBINSON
G-11	1829	STERN	NEALE	LEDY	MEDIN	ROBINSON	ROTH	HUBERT	CROOKSTANK	WOLAK	HANRAHAN
G-8	1244	HARGROVE	KEASNEY	HARRIS	SMITH	LEWANDOWSKI	WOOD	SULLIVAN	BURDGE	DENHAM	JACOBSON
G-8	0853	GRIB	WHITCOMB	LANE	DEAL	BLAKE	BALDWIN	BRIDGES	COSGROVE	CALDWELL	MILLER
G-13	1259	REED	HART	PRATT	GADEN	EMERSON	BLAKE	DISHOP	SHERRY	POWER	JACKSON
G-14	7766	MANGIS	LEBRACK	RENNETT	GELUSWAK	DARNEY	TRACY	ALDRICH	STOCCDA	MCMASTER	SHORT
G-10	0842	WILSON	FRISKE	SULLIVAN	BROKUP	CONDNEY	LEWISTE	SHERSKI	TRUSS	WARDWELL	WEDZIMOWSKI
G-7	9924	BRINK	PALMER	HOWARD	REITER	JACOBSON	HARTSFORN	GORSKI	BORTON	BEAUDRY	CANADA
G-16	0120	STUBER	RIMER	CONDELL	ACKERMAN	CANFIELD	PASSANTE	HARLAN	JILES	FOX	KELLY
G-15		ROZENTINSKY	WARNER	BECK	PATTERSON	BUCHANAN	WHITMAN	STODT	NASS	EASTERLING	KVICKSTON

EXTRA SHIPS

PRACTICE MISSION

DECLASSIFIED
 Authority ND 145005
 By SG NARA Date 2/2/09

NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE OPERATIONS OFFICER
 A.P.O. #834
 COMBAT MISSION

SQUADRON 336th

DATE 20 December 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RADIO	ENGINEER	B.T.G.	TAIL G.	L.W.G.	R.W.G.
0226	KERR	MURPHY	BALL	HEARTY	SWEENEY	BRACE	SEYMOUR	GROVE	MARTIN	NEWELL	
5918	POLSKY	KEITH	SHAUGHNESSY	MAYMAN	CARTER	ROTHMAN	GARMONG	BOBBS	KING	GIESLER	
3153	DEAN	CRAIG	MATSTICH	WOLFE	ALVAREZ	THOMPSON	ANENSON	FEDDY	COOK	PICKUP	
9884	HEARN	TAYLOR	HILL	HEEVES	KLEIN	BELEN	ROUSE	SANDERS	HIGGINBOTHAM	CHAVEZ	
7734	CURRENCE	HANKINS	EDWARDS	WERNER	WOZNICKI	RABINOWITZ	DAVIS	LANDY	CAMPBELL	KELLEHER	
9882	MCCALLISTER	KELSEY	SANDS	DEMARTINO	KIMECK	SANDIN	FEINGOLD	JONES	WEITRAZOWSKI	KAPP	
7935	JEFFERS	TRAYER	BLAGG	EDGER <small>DAMAGED</small>	BECK	LAFARNESE	PRIEST	ADLER	BRISGOW	HEIMAN	
	MANGEN	BUSICK	MCTAVISH	EDGAR	FISCHER	HAYES	FORMAN	HEBERT	MISULICH	KATONA	
	HIGGINS	MUMN	GALLAGHER	ARCHIBALD	GARVEY	LUGG	DULAWCY	THOMPSON	CLARK	HUMPHREY	
0674	SMITH	BOOHER	FEINGOLD	TARKINGTON	HELE	MORRISON	ESHIUS	HEARN	ADAMS	O'NEST	
	HAMBY	PEAY	DAY	DEMARO	BLEYENBERG	GAUDET	HENDERSON	STARNS	REBOULET	LESLIE	

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

APO 634
20 December 1943

SUBJECT: Lead Navigator's Narrative, Ninety Five "A" Group, Mission of
20 December 1943.

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

1. The Ninety Fifth Bombardment Group (H), dispatched nine aircraft to fly as low squadron and extra for the Three Hundred Nineth "A" Group. Eight of these aircraft dropped bombs.

2. The briefed route was followed, and all control times and points are as indicated on the log sheet of the lead navigator of Ninety Five "B" Group.

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

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

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

APO 634
20 December 1943

SUBJECT: Lead Navigator's Narrative, Ninety Five "B" Group, Mission of 20 December 1943.

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

1. The Ninety Fifth Bombardment Group (H) dispatched twenty one aircraft plus three spares to lead the Third Bombardment Division.

2. Take-off was normal at 0905 hours. The climb was executed through five tenths overcast, and Combat Wing rendezvous at Buncher Number 11 was one minute early at 1034 hours. This time was lost before reaching Splasher Number 6 and the coast was crossed on course, on time at Cromer.

3. I checked the wind over England, during the climb over the channel, and over the continent on course to the target. The briefed course was followed over the entire route to the target and return with one exception; it was necessary to divert temporarily after leaving the rally point in order to miss heavy flak emplacements.

4. The bombs were dropped visually on Bremen at 1204 hours, magnetic heading 56°, altitude 25,000 feet.

5. Coast Out	Cromer	1052
Enemy Coast In	Texel Is.	1125
I.P.	5258N 0800E	1155
Target	Bremen	1204
Enemy Coast Out	Juist Is.	1256
Coast In	Cromer	1429½

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

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

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

APO 634
20 December 1943

SUBJECT: Lead Bombardier's Narrative, Ninety Five "A" Group, Mission of December 20 1943.

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

1. Bombing Approach and Run - Eight aircraft of Ninety Five "A" Group flew as the low squadron of Three Hundred Nineth "A" Group. No sighting technique was employed. These seven aircraft dropped their M47A1 with minimum interval on the bombs of the 390th "A" Group's lead bombardier.

2. Disposition of Bombs - Eight aircraft of 95-"A" were in the 390th "A" Group formation as it went over target. Each dropped 40 x 100# M47A1 incendiaries. The total number of bombs dropped on primary target was 320. Aircraft No. 31305 was lost but was last seen in the target area and is assumed to have bombed the primary target. The fusing was standard.

3. Types of Release - Of the 320 bombs dropped armed at the target. Eighty were released by intervolometer (minimum setting) 220 were toggled. Type of release by aircraft No. 31305 is not known.

4. Tabular summary

	Aircraft		Bombs			
	Over Tar.	Bombing	No.	Size	Type	Fusin
Total bombs on target	8	8	320	100#	M47A1	Standard
Other bomb expenditures			320	100#	M47A1	Standard
Bombs returned			None.			
Total (loaded on A/C taking off)			40	100#	M47A1	Standard
			360	100#	M47A1	Standard

WAYNE R. FITZGERALD
CAPT., AIR CORPS
GROUP BOMBARDIER.

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

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

APO 634
20 December 1943

SUBJECT: Lead Bombardier's Narrative, Ninety Five "B" Group, Mission of 20 December 1943.

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

1. Bombing Approach and Run - Ninety Fifth Bombardment Group (H) was led by three P.F.F. aircraft of the Four Hundred Eighty Second Bombardment Group (H). As P.F.F. aircraft landed at their home base this narrative was pieced together from other bombardier's in Ninety Five "A" and the navigator who flew in the lead P.F.F. ship. At the I.P. a shallow turn to the left was made. The bombardier saw the target and as the weather had been clear he was set up for manual bombing before the I.P. after the turn at the I.P. he picked up target very easily due to smoke screen and previous bombing. On run could not get select handle to lock in select, navigator held it, but when indices met bombs did not go away nor could they be salvoed. Pilot called Zoot Suit Red and he dropped and the rest of the group dropped on him. The bombs were away almost immediately after indices met and visual reports are such that it was reported bombs went into smoke. Weather was 0 to 1/10 undercast with a slight ground haze. Flak was heavy and of the barrage type. A few fighter passes were made at Ninety Five "A" although fighter cover was effective.

2. Disposition of Bombs - Seventeen aircraft of Ninety Five "B" were in formation as well as three P.F.F. aircraft of the Four Hundred Eighty Second Bombardment Group (H). All of these aircraft dropped 12 x 500# G.P. bombs except the three P.F.F. aircraft which dropped 6 x 500# G.P. bombs apiece. Total no. of bombs dropped on target were 222. Bombs were fuzed 1/10 nose and 1/40 tail.

3. Of these bombs 192 were toggled and twelve salvoed armed due to a rack malfunction. Type of release by P.F.F. aircraft is not known

4. Tabular Summary:

	Aircraft		Bombs			
	Over Tar.	Bombing	No.	Size	Type	Fuze
Main Bombfall(Bremen)	20	20	222	500#	AN-M43	1/10 1/40
Total Bombs on Target			222	500#	AN-M43	1/10 1/40
Other Bomb Expenditures			None.			

	Aircraft		Bombs			
	Over Target	Bombing	No.	Size	Type	Fuze
Bombs Returned			48	500#	AN-M43	1/10 1/40
Total Loaded on aircraft taking off -			270	500#	AN-M43	

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

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

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

APC 634,
20 December 1943.

SUBJECT: Base Engineering Report on Combat Mission 20 December 1943.

TO : Commanding General, Third Bombardment Division (H), APO 634.
Commanding Officer, 95th Bombardment Group (H). Attn: Lt. Col.
MC KNIGHT, Base Operations.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 20 December 1943.
 - a. Thirty (30) B-17F airplanes took-off as scheduled. 42-31244, 42-31329 and 42-30609 returned as extra ships.
 - b. Twenty-five (25) B-17F airplanes returned to base after completion of mission.
 - c. 42-31305 has not returned to base.
2. There was one (1) abortive airplane
 - a. 42-30173 - #1 & #2 supercharger regulators.
3. All aircraft took-off as scheduled.
4. Battle damage is as follows:
 - a. 42-30120 - Major sheet metal damage.
 - b. 42-3545 - Major sheet metal damage.
 - c. 42-39883 - Sheet metal damage.
 - d. 42-37882 - #3 cylinder, #2 engine hit by flak.
 - e. 42-30233 - Main spar damaged by flak.

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

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

**HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (L)
OFFICE OF THE ARMAMENT OFFICER
APO 634**

20 December 1943.

SUBJECT: Mission Expenditure Report for 20 December 1943.

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

1. Following is the expenditure report for 20 December 1943:

a. Station	AAF 119
b. Unit	95th Bombardment Group
c. Type of Ammunition	Cal. 50 AP,
d. Gun location and number of guns	

50	Lower Turret Guns	2206
50	Upper Turret Guns	2066
25	Left Waist Guns	1816
25	Right Waist Guns	
25	Radio Guns	
25	Left Nose Guns	
25	Right Nose Guns	
25	Center Nose Guns	
50	Tail Guns	

e. Total number of guns 300
f. Total number of rounds fired 11,113
g. Aircraft number 31305 reported missing loaded with 40-100 lb. M47A1 Incendiary bombs and 7,000 rounds of Cal. 50 AP.
h. Total number of rounds expended 18,113
i. Total number of bombs expended 216-500 lb. Demolition bombs and, 320-100 lb. M47A1 Incendiary bombs.

LEONARD F. DAWSON
Capt. Air Corps,
Group Armament Officer.

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

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

(J-1)

APO 634
20 December 1943

SUBJECT: Operational Communications

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

1. Of the thirty (30) crews that participated in the mission, twenty-nine (29) were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

(a) 336-K (BT Interphone/ bad headset cord)

(b) 412-Q (Radio gun switch/ loose connection)

3. The following navigational aids were used successfully:

(a) Twenty-one aircraft made use of Splashers and Bunchers for assembly and homing;

(b) Four aircraft obtained a total of fourteen ODM's from the home HF/DF station;

(c) Ten aircraft made use of Station 7000.

4. Radio operators expressed difficulty in receiving the ground station through the excessive static at 1300 hours. It has again come to the attention of this officer that pilots are carelessly calling other crew members supposedly on interphone when the pilots are on VHF.

RICHARD F. KNOX
Captain, A. C.
Communications O.

CONFIDENTIAL
(EQUALS BRITISH SECRET)

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

DECLASSIFIED

**HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 634**

21 December 1943

SUBJECT: S-2 Report ~~95~~-A.

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

1. 8 A/C of 95th-A Group took off from this base at 0850 hours to attack target at Bremen, Germany. And 7 A/C landed at this base at 1525 hours.

2. The briefed course was substantially followed to and back from the target and 8 A/C attacked the target at 1204 hours with reported good results.

3. One A/C #31305 is missing and apparently was shot down over the target area at about 1208 hours, two chutes were observed.

4. Intense heavy and accurate A A fire was encountered at Bremen. About 15-20 E/A were engaged during a 15 minute period as the formation left the target.

5. P-47 and P-51 fighter escort was good, the P-51's especially giving splendid support over the target area and during attacks by E/A.

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

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

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

21 December 1943

SUBJECT: S-2 Report 95-B.

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

1. 21 A/C of 95th-B Bombardment group took off at 0905 20th December to bomb targets in Bremen, Germany.

2. A/C #0173 returned at 1121 from 53°15'N 04°30'E because of engine trouble.

A/C #9943 had difficulty keeping up with formation and dropped bombs on Oldenberg, Germany. All others dropped on target with apparent good results.

3. Moderately aggressive E/A opposition was encountered but P-47 and P-51 escort protected formation from more severe attacks. 2 E/A were destroyed.

4. Briefed route was flown and all A/C returned to base at 1525.

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

Authority NND 745005
By JG NARA Date 278 07

SUPPLEMENT TO IMMEDIATE INTERPRETATION REPORT No. K.1831

LOCALITY: BREMEN

PERIOD UNDER REVIEW.

These photographs were taken after the attacks by aircraft of U.S. VIII B.C. on 13th, 26th and 29th November and 13th, 16th and 20th December, 1943, with fighter escort. The Immediate Report was issued on 21st December, 1943.

PROVISIONAL STATEMENT ON DAMAGE.

This sortie covers the larger part of Bremen, except the Industrie Hafen and parts to the N. of the town but much of the area photographed is still smoke-covered; some prints, however, show considerably more damage than was visible on the previous sortie. Damage to the industrial and shipping facilities is seen to be extensive. A large number of warehouses along the Hafens I and II have been gutted or damaged. The Gehr Nielsen G.m.b.H. (Rice and starch mills), Priority 3, is seen to be smoking and some of the buildings are seen to be damaged by fire. A medium size M/V lying at the quayside adjoining Atlas Werke A.G. STEPHANIKIRCHEN WEIDE Shipbuilding yards is seen to be on fire and some damage is seen to buildings in the yards themselves. A direct hit is seen near the western end of the Separations - werke Weser Strom.

The Petroleum refinery and blending plant of Mineraloel - Raffinerie vorn August Korff, to the west of the shipbuilding yards mentioned above, has also suffered some damage and fires are seen to be still burning in this area. Scattered incidents of business and residential damage are visible in the district of Doventors, chiefly to the N.W. of the Hafens I and II and a large concentration of craters is located in a sparsely populated area N.E. of the district of Osterholz.

Authority NND 745005
By Jlg NARA Date 248-09

(8062)

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

PHOTOGRAPHS TAKEN BY U.S. 7 Ph. on 20 December, 1943.

SORTIE : AA/456
MEAN TIME OF PHOTOGRAPHY : 1350 hours
SCALE : 1/12,500 (approx), (F.L.36")
COVER AND QUALITY : Most of the town of BREMEN is covered on this sortie but most of the photographs are marred by smoke and cloud. (Scale 1/12,500 approx.)

LAST REPORT. The last report on damage to BREMEN was the Immediate Report K.1831 issued on 21st December 1943

MAPS USED. Pharus, D.T.M. and Grieben Stadt-Plan

Print distributed : 8062, Neg. No. 33400.

SECRET.
R.A.F. STATION,
MEDMENHAM.
ETD/ES.

DISTRIBUTION No. 24.
E : 172
I : 24
H.Q.F.C.: 20
Total 216

Lyon

*LW
7/12*

British SECRET equals U.S. SECRET.

23.12.43.

SUPPLEMENT TO INTERPRETATION REPORT SA.697

ATTACK ON BREMEN ON 20.12.43.

- (a) Additional photographs received and further study of the original photographs reveal details of the incidents in and around the ATLAS WERKE. All photographs showed a great deal of smoke in this area from smoke generators and fires in the works. This smoke was seen on the earliest photographs taken and increased as the attack developed.
- (b) No bomb bursts from H.E. can be seen in or around the works. It can be presumed that incendiaries fell in this area early in the attack, starting these fires.
- (c) On the attached plot the fires have been distinguished from the smoke generators by appropriate symbols. Four buildings of undetermined use in the ATLAS WERKE are on fire. A medium-sized M/V alongside the quay at the works is also on fire. Three warehouses on the South side of HAFEN I. and Northeast of the works are on fire as well as two unidentified buildings on the South bank of the Weser River.
- (d) The ATLAS WERKE and the surrounding area is well shown on Annotated Print No. III which was distributed with the report.

ADDITIONAL PHOTOGRAPHS RECEIVED

SAV. 482/40	20.12.43.	1208 hrs.	1/46,300	(F.L.7")	27,000'	'B'
SAV. 482/41	"	1146 "	1/48,000	(F.L.7")	28,000'	'B'
SAV. 482/42	"	1142 "	1/46,300	(F.L.7")	27,000'	'B'
SAV. 482/44	"	1200 "	1/43,000	(F.L.7")	25,000'	'B'
O - 445/6	"	UNKNOWN	Obliques	(F.L.6 ³ / ₈ ")	23,000'	'B'
O - 22/401	"	"	"	(F.L.6 ³ / ₈ ")	27,000'	'B'
O - 2/91	"	"	"	(F.L.6")	27,000'	'B'
O - 445/7	"	"	"	(F.L.6 ³ / ₈ ")	23,000'	'B'
O - 20/401	"	"	"	(F.L.6 ³ / ₈ ")	27,000'	'B'
O - 18/401	"	"	"	(F.L.6 ³ / ₈ ")	7,000'	'B'
O - 19/401	"	"	"	(F.L.6 ³ / ₈ ")	27,000'	'B'

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

SECRET

DISTRIBUTION NO. 11.

R.A.F. STATION,
MIDNEMHAM.

E : 151
 I : 11
 H.Q.F.C. : 20
 Total : 182

Lyons

British SECRET equals U.S. SECRET
1st January, 1944.

7-10

SUPPLEMENT NO.2 to IMMEDIATE INTERPRETATION REPORT NO.K.1831

LOCALITY : BREMEN

PERIOD UNDER REVIEW.

These photographs were taken after the attacks by aircraft of U.S.VIII B.C. on 13, 26th and 29th November and 13, 16th and 20th December, 1943, with fighter escort. The first supplement and the immediate Interpretation Report No.K.1831, were issued on 21st December, 1943.

PROVISIONAL STATEMENT ON DAMAGE.

This sortie covers the North East portion of the town not covered on the previous sortie. In addition it covers the North West portion of the town, and gives good cover of the Deutsche Schiff u Maschinenbau AG. Priority 1 + shipbuilding yards, and the Focke-Wulf Flugzeugbau G.m.b.h. Priority 1 + aircraft factory and airfield.

No new damage is seen at the Focke-Wulf plant.

One possible point of damage to a building in the Deutsche shipbuilding yards is seen, but as the buildings are covered with snow in the process of melting, it is not possible to say with certainty that this is damage.

No further instances of important damage are revealed by this additional cover.

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

PHOTOGRAPHS TAKEN BY: 541 Squadron on 31st December, 1943.

SORTIE: E/912

MEAN TIME OF PHOTOGRAPHY: 1200 A hours.

SCALE: 1/11,700 (F.L.36")

COVER AND QUALITY: The town and docks are covered on photographs of fair quality and good scale (1/11,600), with the exception of a strip along the North east.

LAST REPORT: The last report on damage to Bremen was the supplement to Immediate Interpretation Report No.K.1831 issued 21st December, 1943.

/MAP USED.....

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

British SECRET equals U.S. SECRET

21 Dec. 1943

Joe
IMMEDIATE INTERPRETATION REPORT No. K.1831.

LOCALITY: BREMEN

lew
70

PERIOD UNDER REVIEW

These photographs were taken after the attacks by A/C of U.S. 8th B.C. on 13th and 29 November and 13, 16 and 20 December 1943.

PROVISIONAL STATEMENT ON DAMAGE

These photographs were taken less than an hour after an attack by a/c of U.S. 8th B.C.

Smoke from the operating smoke screen commingles with that from burning buildings. This together with clouds and cloud shadows makes it impossible to interpret this sortie with any completeness.

Damage can however be seen at the east end of HOLZ u FABRIKENHAFEN and FREI HAFEN where several large buildings are gutted. Other damage is scattered throughout the visible parts of the town, (4026) and to the north a very large concentration of craters can be seen in the NIEDERBLOCKLAND district, these may not be very recent. (4063).

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

PHOTOGRAPHS TAKEN BY: 541 Squadron on 20 Dec. 1943.
SORTIE : E/795
MEAN TIME OF PHOTOGRAPHY : 1240 hrs.
SCALE : 1/22,600 approx. (F.L.20")

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

COVER AND QUALITY

Most of the town is covered by photographs of poor quality marred by smoke and cloud (scale 1/22,600 approx.)

LAST REPORT on damage to BREMEN was K.1783 of 21st October 1943.

No print distributed.

Illustration used : D.T.M.

DISTRIBUTION

SECRET
R.A.F. STATION,
MEDMENHAM.
NG/GP/C.

E: 172
I: 24
T: 196
H.Q.F.C.: 20
216

22.12.43

INTERPRETATION REPORT NO. S.A.697ATTACK ON BREMEN ON 20.12.43.

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) This report is based on photographs taken during a daylight attack by 464 aircraft of U.S. VIII Bomber Command between 1145 and 1210 hours on 20.12.43.
- (b) 1954 x 500 lb. G.P., 12179 x 100 lb. I.B. bombs were dropped.
- (c) Full fighter escort was provided.
- (d) The aircraft approached the target from the Southwest.

(ii) BOMB BURSTS ON AND NEAR THE TARGET

- (a) The bombs seen in this attack have fallen in five general groups, three of them in the city of BREMEN itself, one in the outskirts to the Southwest, and one in the vicinity of DELFENHORST Airfield, $8\frac{1}{2}$ miles approximately Southwest of BREMEN. There are direct hits on industrial, residential and public buildings. Large clouds of smoke from many fires are in evidence near the centre of the city. Numerous bombs could be seen falling in this direction, but the bursts could not be observed. Details of the bursts seen in the five general groups are described below.

(iii) BOMB BURSTS ON AND NEAR THE CENTRE OF BREMEN (BOMB PLOT NO. III)

- (a) A group of at least 30 bursts is seen in the old residential and warehouse section of BREMEN at the centre of the city. The old built wooden buildings in this area are highly inflammable and have started. North of this district, other bursts from G.P. incendiaries can be seen in a section of the city containing residences and small businesses. One hit, possibly two, are on the railroad track leading to Hafen 1.
- (b) A concentration of approximately 50 bursts is on the residential district North of Hafen 1. These bombs have also started fires whose smoke, with that of the smoke screen, obscure the Haupt Güter railroad station and the residential district to the North. Numerous bombs can be seen falling toward this district, but their bursts cannot be observed.

(iv) BOMB BURSTS IN THE VORSTADT DISTRICT

- (a) This district is approximately $1\frac{1}{2}$ miles East of the centre of the city. A group of approximately 54 bursts extends from the St. Jürgen Strasse side of the General Hospital and Asylum about 700 yards Northeast across the HANNOVER/CSHLBRUCK Railroad tracks into a residential section. There are at least 16 bursts in the Hospital area with hits on the boiler house and 2 other buildings. One burst is next to the Southwest corner of the District Post Office. Four hits can be seen on the railroad right of way and 4 more within 50 yards. The remaining bursts are in residential areas.
- (b) Incendiaries that fell in this area later in the attack caused a number of fires in dwelling houses and some fell on certain of the buildings used by Mieterberg & Kriete, Timber Merchants.

(v) BOMB BURSTS IN THE HASTEDT DISTRICT

- (a) A total of at least 104 H.E. bursts and numerous incendiaries are observed in and near HASTEDT and SEBALDSBRUCKE, industrial districts approximately 4 miles from the centre of BREMEN. There are direct hits on two important industrial targets. The distribution of

/these bursts

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

these bursts is described below.

- (b) There are 4 direct hits on two major buildings of the A.F.V. and M.T. WORKS of KARL F.W. BORWARD ("A" on Bomb Plot No. 1.) another hit in a stores yard, and 2 additional bursts in the vicinity of the plant.
- (c) Direct hits are seen on 2 large buildings of the FOCKE-WULF FLUGZEUGBAU A.G. ("B" on Bomb Plot No. 1.).
- (d) Two H.E. bursts and a number of incendiaries are observed on an unidentified industrial plant 1/3 mile East of the FOCKE-WULF factory. A large fire was started.
- (e) At least 36 additional H.E. bursts and a small number of incendiaries are scattered through built-up areas in HASTEDT, including several bursts in and on the side of the HEMELINGER HAFEN and hits on residential type buildings.
- (f) There is a group of more than 25 bursts in the SEBALDSBRUCKE district. Two bursts are noted right next to the Railway Workshops and at least 5 bursts are in the railway yards.
- (g) There are 3 H.E. bursts among residential buildings 1/2 mile Northeast of the KARL F.W. BORWARD Works and 3 additional bursts in adjacent fields.
- (h) At least 7 H.E. bursts are observed in open fields immediately North of HASTEDT suburb.
- (i) There are at least 19 H.E. bursts and a large number of incendiaries the WESER River and the marshes bordering it, extending about one Southeast from the edge of HASTEDT.

(vi) BOMB BURSTS ON AND NEAR BREMEN/NEULANDERFELD AIRFIELD

- (a) Eight bombs fell near the centre of the landing area of BREMEN/NEULANDERFELD A/F with one hit on a runway.
- (b) Approximately 8 bursts are seen across the railway leading North from the airfield.
- (c) At least 70 bursts are scattered over the area immediately West and North of the airfield in open spaces.
- (d) A factory structure in an industrial section North of the airfield has received a direct hit.

(vii) BOMB BURSTS NEAR DELMENHORST AIRFIELD

- (a) There are more than 70 bursts in fields 1³/₄ miles Northwest of DELMENHORST A/F.
- (b) At least 50 bursts are seen in fields 1¹/₂ miles North of the airfield.

(viii) OTHER BURSTS OBSERVED

- (a) Approximately 30 bursts are noted 1¹/₂ miles North of OSTERHOLZ and 7 miles East of BREMEN.
- (b) More than 30 bursts extend for 2 miles Southwest of LAHAUSEN, which is 8 miles South of BREMEN.
- (c) Other scattered bursts are seen in open spaces generally in the area South of BREMEN.

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(ix) ACTIVITY AT THE TIME OF THE ATTACK

Smoke from fires and the smoke screen preclude any statement concerning activity in the port of BREMEN or any of the Marshalling Yards in the city.

One small aircraft is visible on DELMENHORST Airfield, 8 1/2 miles S.W. of the centre of the city.

No aircraft are visible on BREMEN/NEULANDERFELD Airfield. Bomb craters on the northern end of the airfield from a previous attack remain unfilled.

(x) SMOKE SCREEN

All of the previously known smoke ejectors around BREMEN can be seen in action. Certain additional ejectors are in evidence Southeast and South of the city. The ejectors at VEGSACK and DELMENHORST are also in action.

(xi) ANNOTATED PRINTS

ANNOTATED PRINT NO. I (SAV 96B/96 - 58)

- A. At least 14 H.E. bursts on and near HASTEDT industrial suburb
- B. Part of a concentration of incendiaries that fell Southeast of HASTEDT.

ANNOTATED PRINT NO. II (SAV 385/95 - 82)

- C. A group of bursts in a residential area covering the North end of the General Hospital and Asylum and the HANNOVER/OSNABRUCK Railroad rights of way.
- D. A group of not more than 30 bursts in a sparsely settled residential area South of the River Weser in the Stadt Weser.
- E. Smoke marker bombs.
- F. Parachute marker bombs.

ANNOTATED PRINT NO. III (SAV 95B/2a-2)

Shows bombs falling toward the centre of the city on the trail of a smoke marker bomb.

Smoke from the smoke screen and a number of fires can be seen.

ANNOTATED PRINT NO. IV (O 44/99-10)

An oblique view showing the major part of the city with smoke from fires and the smoke screen.

BREMEN/NEULANDERFELD Airfield can be seen in the foreground with bomb craters near the centre of the landing ground.

(xii) BOMB PLOT AND PRINTS

Three bomb plots, Nos. I, II & III have been prepared and with Annotated Prints Nos. I, II, III & IV will be generally distributed with this report.

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

*Error -
See Notes in
photo
MB*

(xiii) PHOTOGRAPHS RECEIVED

SORTIES	DATE	MEAN TIME	SCALE	FOCAL LENGTH	MEAN ALTITUDE	QUALITY
SAV 44/97	20.12.43	Time unknown	1/37,000	7"	22000	B
SAV 91/144, 145, 147	"	1147	1/46,000	6", 7", 8"	27000	A
SAV 92/86	"	1145	1/54,000	6"	27000	C
SAV 93/34 thru 38	"	1236	1/44,000	7"	26000	B
SAV 94/190 thru 192	"	1205	1/41,000	7"	24,300	B
SAV 95A/203	"	1210	1/40,000	7"	23000	B
SAV 95B/198, 200, 201	"	1205	1/41,000	7"	24,000	B
SAV 96A/96, 97	"	1205	1/41,000	7"	24,000	C
SAV 100A/114, 115	"	1145	1/43,000	7"	25000	B
SAV 303/243, 244, 246 247	"	1142	1/44,000	7"	26000	B
SAV 305/243 thru 246	"	1144	1/48,000	7", 8"	28000	B
SAV 351/130 thru 134	"	1204	1/43,000	7", 8"	25400	B
SAV 379/94	"	Time unknown	1/50,800	6 3/8"	27000	B
SAV 381/112 thru 115	"	1149	1/48,000	6 3/8", 7"	28000	B
SAV 384/121	"	1142	1/50,800	6 3/8"	27000	B
SAV 388/100	"	1149	1/49,000	7"	29000	B
SAV 389/44	"	Time unknown	1/40,000	7"	23000	B
SAV 390A/94, 96, 98, 100	"	1200	1/41,000	7"	24000	C
SAV 390B/95, 96, 99	"	1157	1/37,000	7"	22000	B
SAV 392/48, 49, 52	"	1210	1/40,000	7"	23000	A
SAV 401/13, 14, 15, 18	"	1204	1/46,000	6 3/8", 7"	27000	A
0-26-93	"	Time unknown	Oblique	6 3/8"	27000	A
0-27-93	"	"	"	6 3/8"	27000	A
0-28-93	"	"	"	6 3/8"	24,500	B
0-32-388A	"	"	"	6"	25000	B
0-39-389	"	"	"	6 3/8"	23000	B
0-40-389	"	"	"	6 3/8"	23000	B
0-44-95 thru 100	"	"	"	6 3/8", 7"	22700	B
0-50-392	"	1210	"	6 3/8"	23000	B
0-51-392	"	1210	"	6 3/8"	23000	C
0-53-392	"	1210	"	6 3/8"	23000	B
0-59-389	"	Time unknown	"	6 3/8"	23000	B

* The following sorties are F.L.12"

SAV 385/95 (1/23000)	SAV 96B/96 (1/23000)
SAV 384/122 (1/27000)	SAV 353/244 (1/25600)
SAV 92/86 (1/27100)	

DISTRIBUTION NO. 11.

E: 151
I: 11
H.Q.F.C.: 20
Total: 182

SECRET
R.A.F. STATION,
MEDMENHAM.
DKB/GP/C.

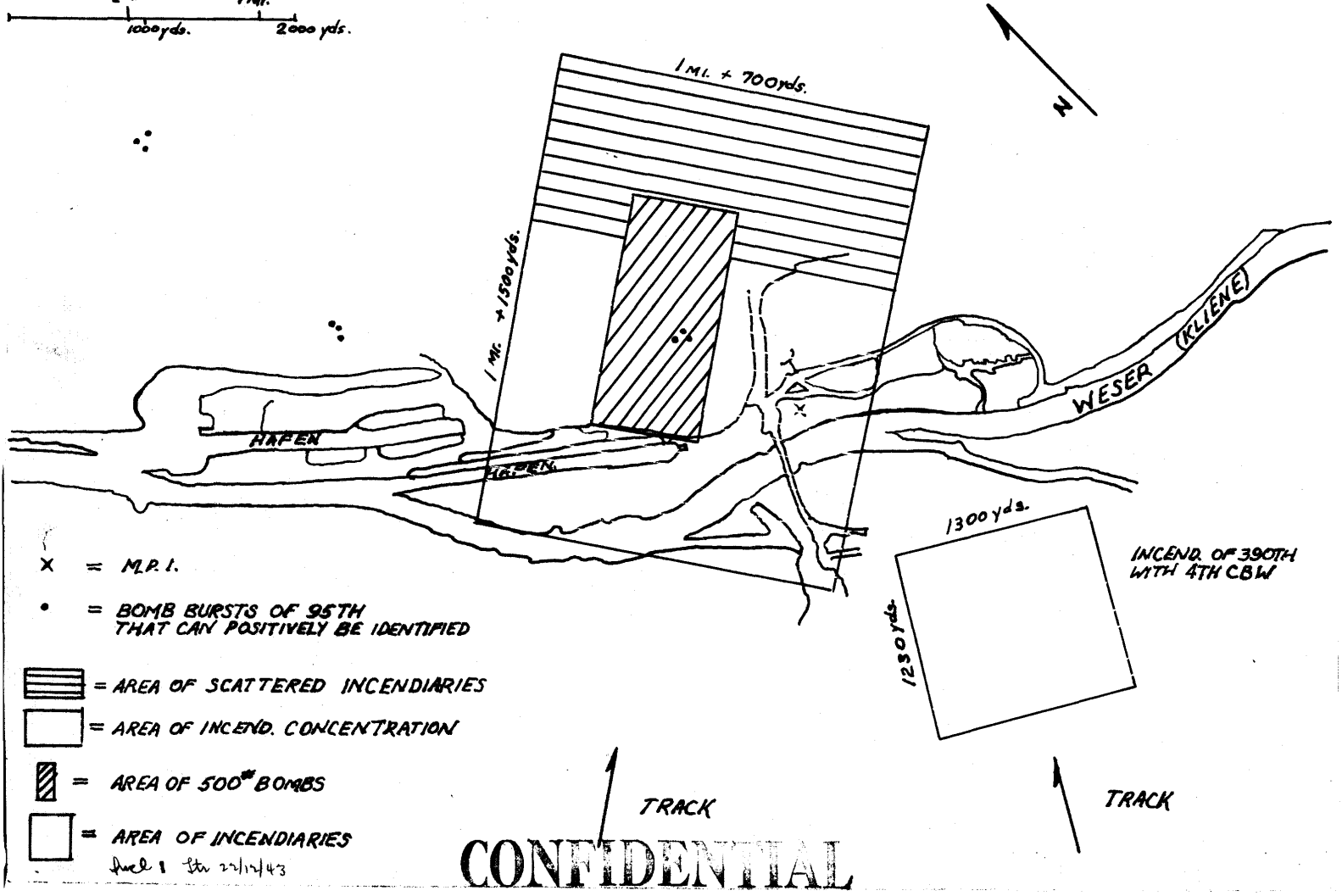
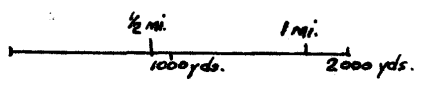
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Authority NND 745005
By JG NARA Date 2-18-09

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Overlay

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Authority NND 745005 Dec '43.
By JG NARA Date 218 09 3/1.

CONFIDENTIAL



CONFIDENTIAL

95TH (A) GROUP.

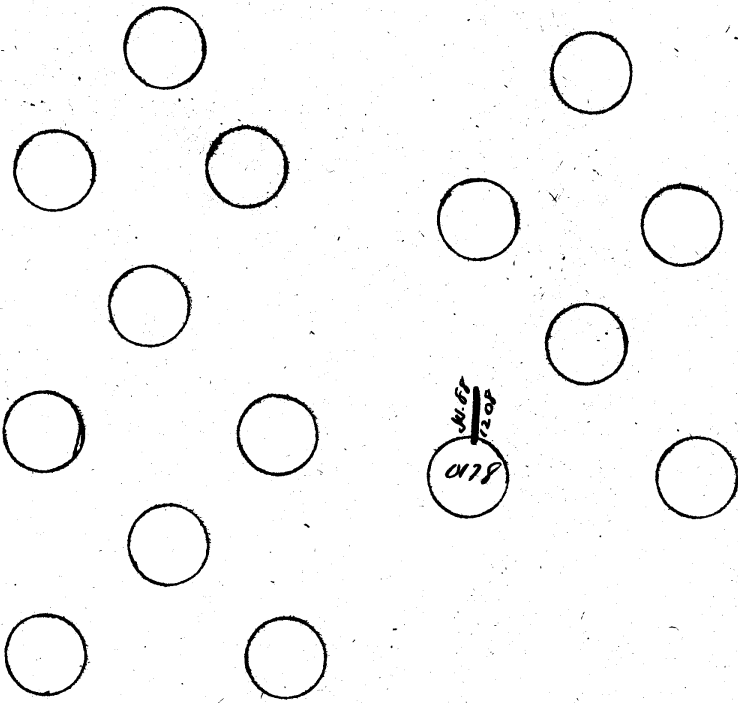
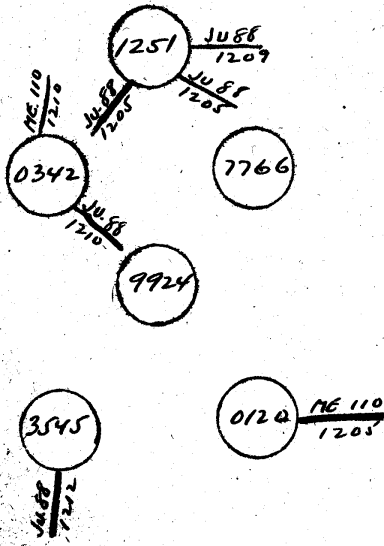
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Authority NND 745005

By JG NARA Date 218 09

20/12/43

COMBAT DUPLICATION CHECK FORM



(COPY)

95-B

Authority NND 745005
By JG NARA Date 218 09

20 December 1943

COMBAT DUPLICATION CHECK FORM

		PEP 491		PEP 745	
9869					
ME 10 1207					
3400	233	3153	PEP 398	1054	7889
			884		
0674				7935	
				JU 88 1307	
SH	258	9883	7734	9838	7929
		7756		7882	
SH			SH		
				9943	3273

Authority NND 745005

By JG NARA Date 2-18-09

9513
20/12/43

COMBAT DUPLICATION CHECK FORM

3400
Hansen

9869
Rogers

233
Hubbs

0674
Smith

○

258
Higgins

3153
Dean

PFF

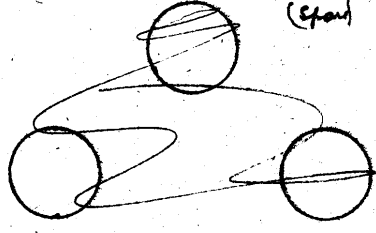
PFF

774
Hearn

7734
Curran

9883
McAlister

7756
Burnette
(Spaul)



1054
Callaway

7889
Woodcock

7935
Jeffers

9838
Hamby

7929
Holcombe

7882
Bataha

9943
Wolby

3273
Sager

PFF

DECLASSIFIED

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

 A.T.F.
 C.W.

FORMATION DIAGRAM 9
95TH BOMB. GROUP (H)
DATE 20 Dec. 43
TIME

REED
1251

GEIB
0342

LLOYD
7766

BRINK
9924

ROZNETNSKY
3545

STUBER
0120

ABORTIVE
MISSING
CHANGES

EXTRA

McINTYRE
0609

KELLY
1305

EXTRA

MILWARD
0178
390+h

EXTR

1063

Another Group

95 "B"

A.T.F.
C.W.

FORMATION DIAGRAM
95TH BOMB. GROUP (H)
DATE 20 Dec. 43
TIME _____

PFF
491

ROGERS
9869

DEAN
3153

PFF
398

PFF
745

GUNN
0173

HUBBS
0233

HEARN
9884

CALLOWAY
1054

WOODCOCK
7889

SMITH
0674

McCALLISTER
9883

CURRENCE
77-4

JEFFERS
7935

HIGGINS
1258

HANSON
3400

HAMBY
9838

HOLCOMBE
7929

ABORTIVE _____
MISSING _____
CHANGES _____

EXTRA

EXTRA A/C

DUNHAM
1329

BURNETTE
1244

WORTHY
9943

SEGER
3273

7826 335TH LEAD
5918- 0226 331TH

WILLIAMS
7754

REPRODUCED AT THE NATIONAL ARCHIVES

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

L. Merritt

HEADQUARTERS
VIII BOMBER COMMAND
APO 634

B O M B E R C O M M A N D N A R R A T I V E O F O P E R A T I O N S

159th Operation - 20th December, 1943

Mission No. 1 - Bremen
Mission No. 2 - Bremen
Mission No. 3 - Bremen

Ten Combat Wings of B-17s and B-24s bombed Bremen in the third heavy attack in eight days on this target by VIII Bomber Command. Approximately 3000 tons of bombs have been dropped on this city, Germany's greatest port after Hamburg, in slightly more than a week. Present reports, although incomplete, indicate that damage extends through the harbor area, inner town, and outlying residential districts.

Enemy air opposition to the first formations over the target, those of 1st Bomb. Division, was strong, but diminished against 3rd and 2nd Divisions, which followed in that order. Anti-aircraft fire over Bremen was intense and accurate. The bombers were escorted over enemy territory by P-47s, P-38s and P-51s with R.A.F. Spitfires assisting on the return route. Twenty-seven bombers are missing. Our claims are 21-14-23.

Unit	Number of A/C					Claims	Personnel Casualties		
	Participated	Attacked	Failed	Lost	Missi		Killed	Wounded	Missi
<u>MISSION NO. 1</u>			To Bomb+						
(4 Combat Wings)			A.	B.					
91	27	24	3	0	0	0-0-0	1	1	0
92	19	16	3	0	1	0-0-1	1	0	10
303	20	18	2	0	3	2-2-3	0	7	20
305	22	18	3	1	2	1-2-0	0	3	20
306	18	16	1	1	1	0-0-0	1	0	10
351	33	26	7	0	0	0-1-0	0	1	2
379	17	16	1	0	1	0-0-1	3	4	11
381	28	28	0	0	4	3-0-1	1	1	40
384	22	20	2	0	1	0-0-0	0	1	10
401	19	15	4	0	0	0-0-0	0	1	0
	<u>225</u>	<u>197</u>	<u>26</u>	<u>2</u>	<u>13</u>	<u>6-5-6</u>	<u>7</u>	<u>19</u>	<u>123</u>
3RD BOMB DIV.									
<u>MISSION NO. 2</u>									
(3 Combat Wings)									
94	19	16	2	1	0	0-0-0	0	0	0
95	27	26	1	0	1	3-1-5	0	3	10
96	31	18	3	10	2	0-0-1	0	0	20
100	22	21	1	0	0	0-0-0	0	0	0
385	18	15	3	0	0	0-1-0	0	0	0
390	35	34	1	0	3	10-6-9	0	7	35
388	30	30	0	0	1	0-0-0	0	3	11
	<u>182</u>	<u>160</u>	<u>11</u>	<u>11</u>	<u>7</u>	<u>13-8-15</u>	<u>0</u>	<u>13</u>	<u>76</u>

Authority NND 745005
 By JG NARA Date 2-18-97

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

<u>Unit</u>	<u>Number of A/C</u>					<u>Personnel Casualties</u>			
	<u>2ND BOMB DIV. (Participated)</u>	<u>Attacked</u>	<u>Failed</u>		<u>Lost</u>	<u>Claims</u>	<u>(Killed)</u>	<u>Wounded</u>	<u>Missing</u>
			<u>To Bomb+</u>	<u>Bomb+</u>					
<u>MISSION NO. 3</u> <u>(3 Combat Wings)</u>			<u>A.</u>	<u>B.</u>					
44	28	19	9	0	1	0-1-1	0	0	10
93	27	23	2	2	2	1-0-0	1	0	18
389	24	18	6	0	1	0-0-0	0	2	11
392	22	21	1	0	1	0-0-0	1	3	11
445	25	22	2	1	1	0-0-1	0	2	11
446	1	0	0	1	1	0-0-0	0	0	10
	<u>127</u>	<u>103</u>	<u>20</u>	<u>4</u>	<u>7</u>	<u>1-1-2</u>	<u>2</u>	<u>7</u>	<u>71</u>
<u>PATHFINDERS</u>									
482	12	12	0	0	0	1-0-0	0	2	0
TOTALS	546	472	57	17	27	21-14-23	9	41	270

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

BOMBING RESULTS: Using visual bombing methods, supplemented by PFF equipment, 365 B-17s and 100 B-24s dropped 1954 x 500 G.P. fused 1/10 sec. nose and 1/40 sec. tail and 12,221 x 100 L.B. on Bremen. The attack was carried out at altitudes of 22,500 - 28,700 feet between 1142 and 1214 hours.

Strike photographs indicate good results, with many direct hits on industrial public and residential buildings. Large clouds of smoke from the center of the city were visible after the attack.

Bomb bursts were concentrated on five general areas of Bremen--the closely built-up, highly inflammable inner city received concentrations of G.P. and I.B. hits, and was burning immediately after the attack. In the Vorstadt district, one and one-half miles east of the center of Bremen, there were hits on the Hanover-Osnabruck railroad, residential districts, and timber storage yards. In the Hastedt and Sebaldsbrücke industrial districts, four miles from the center of Bremen, there were hits on a plant manufacturing army vehicles, and on the Focke-Wulf aircraft plant. At Atlas shipyard, a principal naval repair and construction yard, many workshops and installations were hit and afire at the end of the attack. Other bursts were observed on and near Neulanderfeld and Delmenhorst airfields.

Five B-17s and two B-24s dropped 48 x 500 G.P. and 116 x 100 L.B. on unidentified targets of opportunity in Germany. No results were observed.

REASONS FOR FAILURE TO BOMB: 74 a/c failed to bomb - 57 due to mechanical or equipment failure, 4 to personnel failure, 8 to weather, 1 to damage inflicted by enemy and 4 which were lost before reaching the target.

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

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

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

ENCOUNTERS: Enemy fighter opposition was generally mediocre with e/a seen varying from 15 to 125. Strongest attacks were encountered by the 1st Division which attacked first. Attacks began near the target, just past the I.P., and continued to the vicinity of the enemy coast. The most vicious attacks took place on the bomb run and in the target area. Some groups reporting that e/a continued their attacks right through the heavy flak over the target, one FW-190 being destroyed by so doing. Attacks were mostly individual ones made from 12 o'clock, 6 o'clock and from the rear. In some instances e/a attacked in groups of 3 to 5 in line astern, and "Merry-go-round" tactics were again observed. E/A seen were FW-190s, Me-109s, Me-110s, Me-210s, Me-410s, JU-88s and 2 DO-217s. Rockets were reported being fired by both single-engine and twin-engine e/a.

CASUALTIES: Personnel - 9 crew members were killed - 8 seriously wounded, 33 slightly wounded and 270 are missing.

Equipment - 27 a/c are missing, 3 due to flak, 4 to e/a and 20 for reasons unknown.

Estimated Battle Damage - 85 Category "A", 46 Category "AC", 5 Category "B" and 2 Category "E".

ANTI-AIRCRAFT FIRE: At the target, AA fire was intense and accurate of continuously pointed and barrage type. Red bursts, followed by a white burst above, were reported over the target and immediately afterwards, fighters attacked. The volume of fire was greater on this mission than when Bremen defenses were firing at unseen target. Ground firing rockets were again reported seen. Meager to moderate inaccurate AA fire was encountered at scattered points along the route.

FIGHTER ESCORT: Penetration, target and withdrawal support was provided by 9 groups of P-47s, 1 group of P-38s and 1 group of P-51s with two Spitfire squadrons assisting on withdrawal. Enemy attacks against our escort were generally aggressive, so much so, that, in several instances, P-47s were forced to fly through bomber formations to evade these attacks. Several DO-217s escorted by Me-109s were seen but they did not approach aggressively. Claims are 19-3-6. Two P-47s and 3 P-51s are missing.

ROUTE: Bases to 52°50'N - 01°20'E to 52°58'N - 04°45'E to 53°05'N - 05°50'E to 53°00'N - 06°56'E to 52°58'N - 08°00'E (I.P.) to target to 53°20'N - 08°50'E to 53°18'N - 08°00'E to 53°40'N - 07°00'E to 54°10'N - 05°28'E to Groner to Bases.

OBSERVATIONS: Smoke screens were in operation at Bremen, Vegesack, Oldenburg and Wilhelmshaven. At target, smoke screen was ineffective due to wind. Flak ships and smoke boats seen in Wilhelmshaven Bay.

WEATHER: Route Out - 3/10 to 5/10 altocumulus at 15,000 to 18,000 feet over England and North Sea, becoming nil at Dutch Coast. 3/10 to 5/10 cumulus, base 3000 feet, tops 7000 feet at 03°E, increasing to 5/10 to 7/10 near Coast. Target: 2/10 to 3/10 cumulus, base 3000 feet, tops 7000 feet, 2/10 to 3/10 altocumulus, base 15,000 feet, tops 18,000 feet and 1/10 cirrus at 26,000 feet. Visibility 10+ miles. Return Route: Same as route out except altocumulus increasing to 4/10 to 7/10 over England.

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

Authority NND 745005
By JG NARA Date 2-18-97