

INTERPRETATION REPORT SA.704.

ATTACK ON MUNSTER ON 22.12.43.

(i) INFORMATION RECEIVED ON THE ATTACK.

- (a) These photographs were taken during a daylight attack on MUNSTER by 197 aircraft of US VIII Bomber Command at 1354 hours on 22.12.43.
- (b) Bombs were dropped as follows:
  - 908 x 500 lb. GP
  - 1156 x 250 lb. IB
  - 1338 x 100 lb. IB
- (c) Full fighter escort was provided.
- (d) The aircraft approached the target from the West.

(ii) BOMB BURSTS ON AND NEAR THE TARGET.

- (a) The entire city of MUNSTER and most of the surrounding countryside are largely cloud obscured. No bombs are seen bursting within the target area but markers appear immediately North and East of the target and bombs are seen falling nearby.

(iii) OTHER BURSTS.

- (a) Markers are seen East of the Dortmund/Ems Canal which forms the Eastern boundary of the target. Incendiary bombs dropped on these fell in open fields and sparsely settled areas near WERSE and South of HANSDORF, 3 miles Northeast of the target. On largely cloud obscured photographs incendiaries are also seen on both sides of the Dortmund Ems Canal 2 miles North of MUNSTER.

- (b) Incendiaries and GP bombs are also in the following localities:

1. South of TELCTE,  $7\frac{1}{2}$  miles East of the target, GP bombs are seen falling but no bursts are observed. They probably landed in open fields southeast of the village. A second group is seen bursting South of the Ems river, 1 mile Northwest of the village, and a third in a wooded area West of WESTBEVERN.

2. Three markers are visible over the airfield at HANDORF-BEI-MUNSTER 4 miles East Northeast of MUNSTER. GP bombs on these markers appear to have landed East of the airfield but no bursts are seen.

3. Scattered bursts of GP bombs are seen near and Northeast of EINEN,  $11\frac{1}{2}$  miles East of MUNSTER. Heavy cloud prevents an accurate count of those bursts.

4. A group of incendiaries are seen bursting in open fields North of MILTE, 14 miles East Northeast of MUNSTER. The scale of the photographs and cloud again prevents an accurate count of these bursts.

(iv) ACTIVITY AT THE TIME OF THE ATTACK.

A G.A.F. Controlling Station at HANDORF BEI-MUNSTER is covered on largely cloud obscured photographs. No useful statement concerning activity can be made.

(v) BOMB PLOTS ANDPRINTS.

No bomb plot or annotated prints will be generally distributed with this report.

(vi) PHOTOGRAPHS RECEIVED.

| <u>SORTIES</u>       | <u>DATE</u> | <u>MEAN<br/>TIME</u>             | <u>SCALE</u> | <u>FOCAL<br/>LENGTH</u> | <u>MEAN<br/>ALTITUDE</u> | <u>QTY</u> |
|----------------------|-------------|----------------------------------|--------------|-------------------------|--------------------------|------------|
| SAV 385/96, 97       | 22.12.43    | 1354                             | 1/39,000     | 8"                      | 26,000'                  | 'C'        |
| SAV 94/194 thru 198  | "           | 1354                             | 1/41,000     | 7"                      | 24,000'                  | 'C'        |
| SAV 100/116 thru 121 | "           | 1403                             | 1/43,000     | 7"                      | 25,500'                  | 'C'        |
| SAV 390/102 thru 106 | "           | 1403                             | 1/41,000     | 7"                      | 23,700'                  | 'C'        |
| SAV 482/47, 48       | "           | 1404                             | 1/45,000     | 7"                      | 26,500'                  | 'C'        |
| SAV 96/98, 99        | "           | 1404                             | 1/41,000     | 7"                      | 24,000'                  | 'C'        |
| SAV 388/101 thru 103 | "           | 1404 <sup>1</sup> / <sub>2</sub> | 1/43,000     | 7"                      | 25,000'                  | 'C'        |
| O - 34-10-388A       | "           | Unknown                          | 1/50,000     | 6"                      | 25,000'                  | 'C'        |
| SAV 95/207 thru 212  | "           | 1405                             | 1/48,000     | 7"                      | 28,000'                  | 'C'        |
| SAV 44/103 thru 108  | "           | Unknown                          | 1/36,000     | 8"                      | 24,000'                  | 'C'        |

The following sorties are F.L.12"

385/96 (1/25,000') 96/99 (1/26,000')

SECRET

DISTRIBUTION NO. 11.

R.A.F. STATION,  
MEDIENHAM.

/MGB/A.

E: 154  
I: 11  
H.Q.F.C: 20  
185

UNCLASSIFIED  
Authority NND 745005  
By KJ NARA Date 02/17/09

*Lyons*

*lew  
RJA*

SECRET.

BY D.R.L.S.

From: Headquarters, Bomber Command.

BOMBER COMMAND INTELLIGENCE REPORT NO. 3920 - 24th. DECEMBER, 1943.

RAID ASSESSMENT SUMMARY OF THE 22nd. DECEMBER, 1943.

GERMANY:

BREMEN: Photographs taken on the 21st. December after several U.S.A.A.F. attacks, the last being on the 20th. December, cover the town except the Industrie Hafen and parts to the North. Smoke from fires still burning renders interpretation difficult but it can be seen that damage to industrial and shipping facilities is extensive, and a large number of warehouses along the Hafens I and II have been gutted or damaged. The petroleum refinery and the blending plant of Mineraloel Raffinerie vorn August Korff to the west of the Atlas Werke Shipbuilding Yards is damaged, and fires are still burning in this area. A medium sized M/V is on fire and there is some damage to the buildings in the yards. Considerable business and residential damage has been caused in the district of Doventors.

RAID ASSESSMENT SUMMARY OF THE 23rd. DECEMBER, 1943.

GERMANY:

HAMBURG: An unconfirmed report states that in the daylight attack by the U.S.A.A.F. on the 13th December, the majority of the bombs fell in the industrial district of Harburg and in the harbour area. In Harburg, which was the one district which had suffered little in previous attacks, the station was hit and considerable damage was caused to factories and housing.

Distribution

As for previous reports.

KEY 7

*Per* *E Langlands*  
Group Captain,  
Chief Intelligence Officer. *AL*  
242220A. hrs.

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Authority NND 745005  
By RJ NARA Date 02/17/09

*Lynas* British SECRET equals U.S. SECRET. *AKW*

22nd January 1944. *JP*

NEGATIVE DAMAGE REPORT NO.K.N.238.

Photographs taken by U.S. 7 PH Group on 21 Jan. 1944.

Mean time of Photography: 1500 A. hours.

... SORTIE: *AA/567.*

SCALE: 1/22,800 (P.L.20")

LOCALITY: OSNABRÜCK.

COVER AND QUALITY.

The town of OSNABRÜCK, with the exception of a small area immediately to the N.E. of the main railway station, is covered on photographs of good quality (Scale 1:22,800).

PERIOD UNDER REVIEW.

These photographs were taken 30 days after the area **attack** by 8th U.S.A.A.F. with fighter escort on 22 Dec 1943. The last report on damage to OSNABRÜCK was Interpretation Report No.K.1440 (H.Q.B.C.) issued on 27 Nov. 1942.

DAMAGE.

No new points of damage can be seen in the town itself. There are, however, two concentrations of craters seen, one in a sparsely built up area in the district of Eversheide just over two miles to the N.W. of the town centre, and one about 2 miles further to the north. In the first of these, 80-100 craters can be counted and in the other about 45 are seen.

Some damage has been caused in the vicinity of the railway station at Eversheide where two hits (now repaired) are seen on the track just S.E. of the station and a further two hits among rolling stock in nearby sidings. Half of the roof of the station itself has been destroyed by fire or H.E. and a few small points of damage can be seen among the surrounding scattered residential property.

(9054)

/ No print

DECLASSIFIED

Authority **NND 745005**

By **KJ NARA** Date **02/17/99**

SECRET

Page 2.

No print distributed.

Plan used: D.T.M.

SECRET.

DISTRIBUTION NO. 28.

R.A.F. STATION,  
MEDMENHAM.

E: 103

I: 9

112

ETD/PW.

*Lyc*

*B Hew  
7/10*

British SECRET equals U.S. SECRET  
2nd January, 1944

NEGATIVE DAMAGE REPORT NO. KN.237

Photographs taken by U.S. 7 Ph Group on 23rd <sup>Dec.</sup> Oct. 1943

Mean time of photography: 1100A hours.

SORTIE: AA/476

SCALE: 1/12.500 (F.L.36")

LOCALITY: SOLINGEN

COVER AND QUALITY

The whole of the town, except for a small area to the north west is covered on prints of fairly good quality. The Rudolph Rautenbach Aero-Engine Casting Works is only half covered on print 8048.

PERIOD UNDER REVIEW

These photographs were taken after daylight attacks by aircraft of 8th U.S.B.C. on 30th November 1943 and 1st December 1943. No previous report on damage to Solingen has been issued. A few items of business residential damage were recorded in Immediate Interpretation Report No. K.1609 (Wuppertal) on 16th July, 1943.

DAMAGE

No fresh damage or craters can be seen.

SECRET  
F.A.F.STATION,  
MEDMENHAM  
JSM/EJS/G

DISTRIBUTION NO.28

E: 107  
I: 4  
111

DECLASSIFIED  
Authority NND 745005  
By RJ NARA Date 02/17/09

*Lynn*

British SECRET equals U.S. SECRET.

*new  
700*

22nd January 1944.

NEGATIVE DAMAGE REPORT NO. KN. 240.

Photographs taken by U.S. 7Ph.GP on 21 Jan. 44.

Mean time of photography: 1500 A hrs.

SORTIE: AA/587

SCALE : 1/22,800 (F.L. 2")

LOCALITY: MUNSTER.

COVER AND QUALITY.

The town is fully covered on photographs of good quality (scale 1/22,800). (9026 - 8)

PERIOD UNDER REVIEW.

These photographs were taken after the attacks on 22 Dec. 43 and 4 Jan 44 by aircraft of VIII U.S. Bomber Command with fighter escort. The last report on damage at Munster was K.1819, issued on 30 Nov. 43.

DAMAGE.

No fresh damage is visible. Some 16 fresh craters are seen in open ground distributed 2 to 3 miles S. of the town centre. (9025 and 9026)

SECRET.

DISTRIBUTION NO. 28.

R.A.F. STATION,  
MEDMENHAM.  
TAHM/PW.

E: 103  
I: 9  
112

DECLASSIFIED  
Authority NND 745005  
By KJ NARA Date 02/17/09

**13 COMBAT BOMB WING  
MUNSTER, 22 DEC. 45**

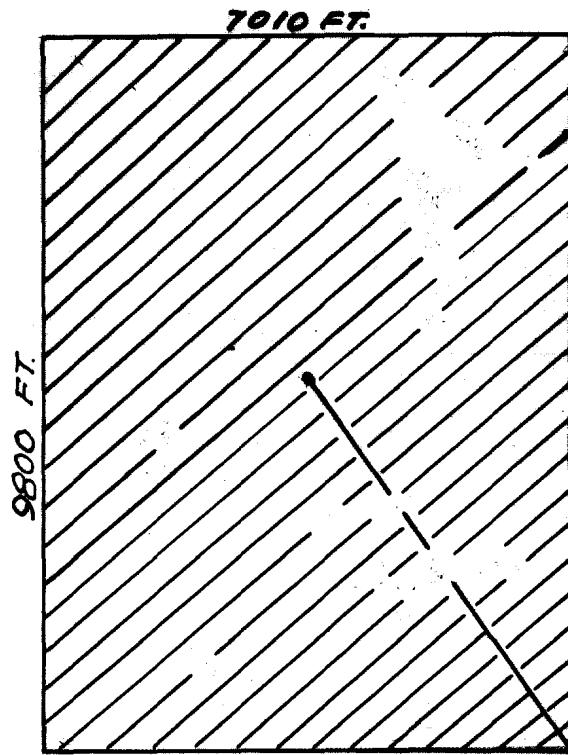
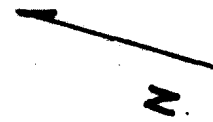
R.F. = 1:42,057



= AREA OF {100GP, 250\* B. INCD. & 300B, 500\* GP  
& 954GP  
= BURSTS POSITIVELY IDENTIFIED (INCD.)

**390 GP. BOMBS OBSCURED BY CLOUDS**

{100B &  
950GP: FELL 12 MILES-N85°E OF M.P.I.  
NEAR EINEN, GERMANY



← AREA CONTAINS FOREST AND FARM LAND.

↑  
TRACK

M.P.I.  
APPROX. 4 MI

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Authority **NND745005**  
By **KJ NARA** Date **02/17/09**



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

APO 634  
25 December 1943

SUBJECT: Operations Officers Narrative...22 December 1943...Munster.

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

1. General Narrative

95 "A" Group formation took off at 1045 - 1103 hours. Bad weather conditions made it necessary to assemble above the overcast at Buncher # 8. This was done without too much difficulty. The group climbed around cloud formations and was four minutes late at Splasher # 7. The 13 Combat Wing assembly, at 1255 95 A tacked on as high group with one 390 B and 100 A. Left English Coast 10 miles north of Orfordness at 1259 two minutes late. Good wing formation was observed leaving the coast.

Crossed enemy coast 40 south of course and intercepted briefed course in the Zuider Zee.

At the I.P. in Combat Wing bombing formation at 28,000 feet 95 A dropped their bombs on the flares from the PFF. A 180° turn was made to the left and Combat Wing formation resumed.

Crossed enemy coast 1450 on course. Began descent reaching base at 1602 and landed from 1610 - 1638.

2. Aircraft not Attacking

23 A/C of the 95 A including 2 spares left base in the formation shown in Diagram "A". A/C # 3529 returned from just off the Dutch coast. A/C # 7766 returned at 1330 from 52°02'N - 04°05'E. A/C # 9924 returned at 1157 from over Bungay. A/C # 7766 left the formation just before bombs away.

19 A/C are credited with sorties.

3. Aircraft Lost

A/C # 7766 was seen to leave formation just before bombs away and is presumed lost.

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

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Authority NND745005  
By KJ NARA Date 02/17/09

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Authority NND745005

By KJ NARA Date 02/17/09

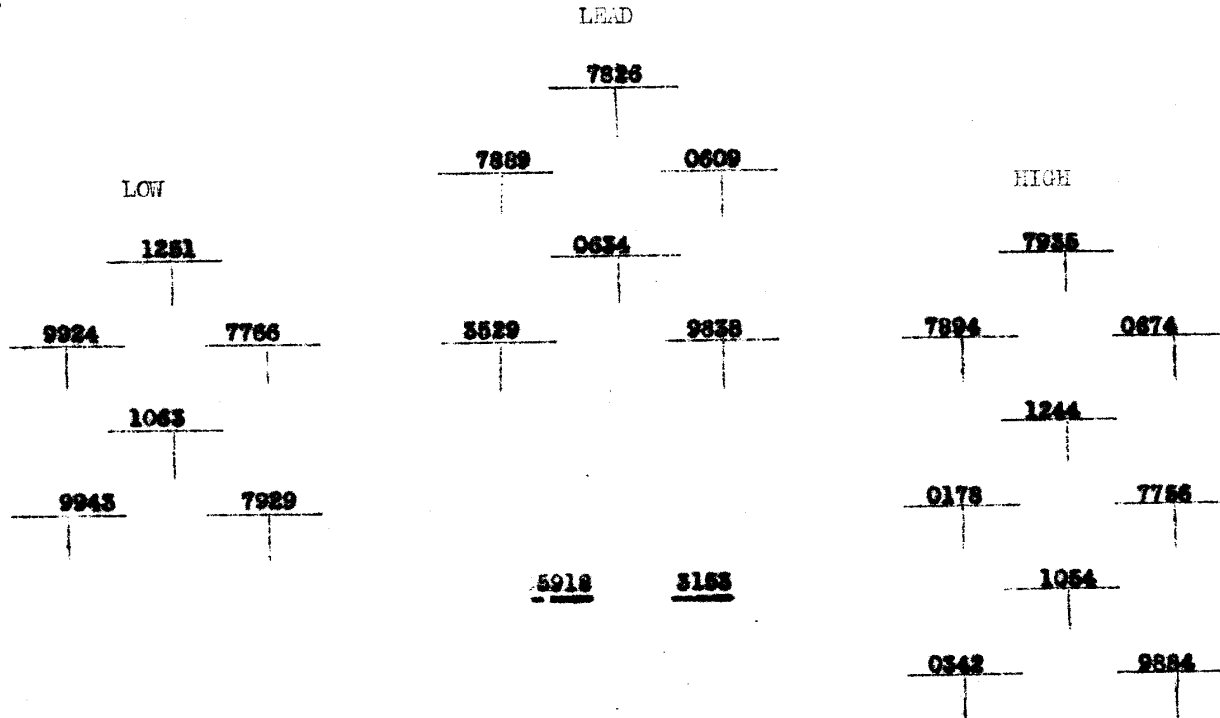
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

GROUP FORMATION FORM

DATE 22 December 1943

95 A  
A DIAGRAM

ASSEMBLY



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

EXTRA SHIPS  
 334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

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Authority NND745605

By KJ NARA Date 02/17/09

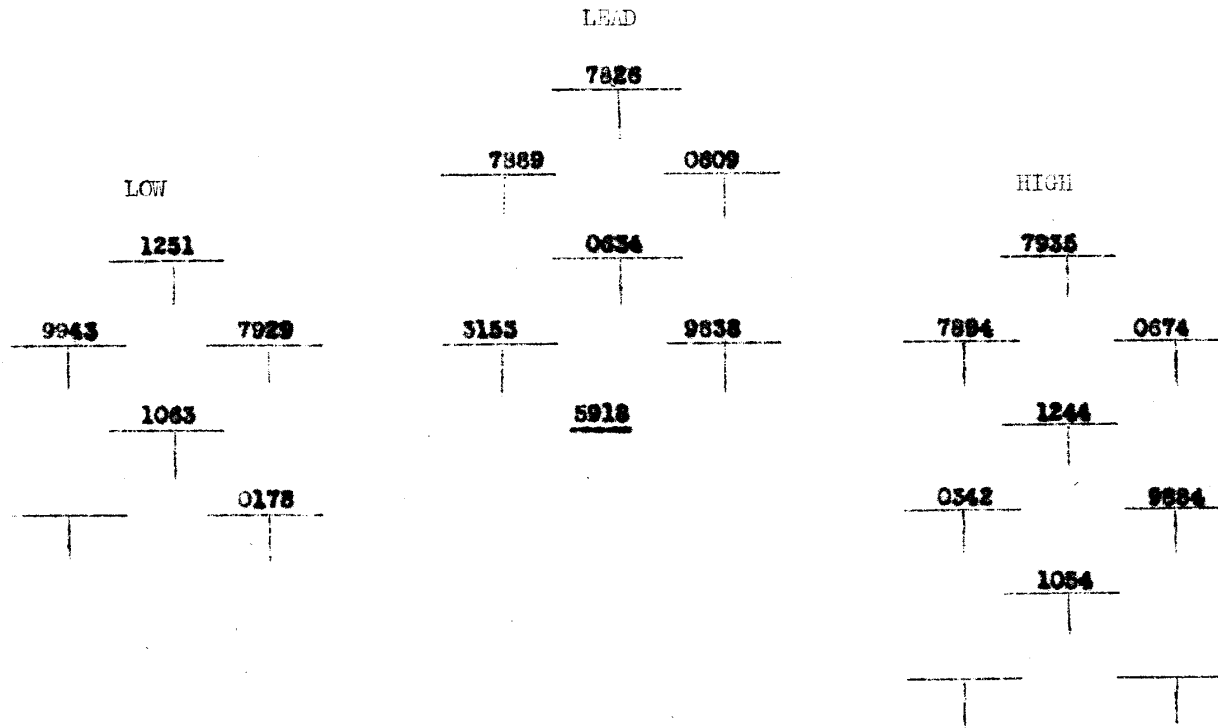
95 A

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

OVER TARGET

GROUP FORMATION FORM

DATE 22 December 1943



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

EXTRA SHIPS  
 354 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

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

APO 634  
26 December 1943

SUBJECT: Operations Officer's Narrative...22 December 1943....Munster.

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

1. General Narrative

95 B composed of nine ships took off from base at 1030-1034 with orders to join nine aircraft from 100 B and 390 A over Buncher # 8 at 14,000. Rendezvous was made with the two other squadrons at 1146 at 14,000. 95B proceeded to Combat Wing assembly line to join the 94 and 385 Groups.

Positions of aircraft furnished by 100th and 390th groups are indicated in attached diagram "B". Rendezvous was effected with the 94th and 385th groups to form the 4th Combat Wing with 95 B high. The climb to bombing altitude was begun at 1210 at Buncher #12 reaching 24,000 at 1254. Departing from the English Coast in good wing formation, the 4th Combat Wing left Lowestoft one minute late. The enemy coast was dressed slightly north of course at 26,000 feet at 1324.

Reaching the I P Combat Wing bombing positions were assumed. The bombs were dropped on the flare from the PFF leader with 10/10 clouds below. After the bombing, rally was effected as planned and a wide turning made. The enemy coast was recrossed at 1447 and descent began immediately. The Combat Wing reached Great Yarmouth at 1529 where the groups began breaking off. The 95 B group reached the home base at 1540 and landed at 1600-1605.

2. Aircraft Not Attacking

Six aircraft and three spares of 95 B left base in formation as shown in Diagram B. Aircraft #0235 returned at 1254. No Sortie. Eight aircraft attacked the target and are credited with sorties.

3. Aircraft Lost

No aircraft were lost from the 95 B Group.

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

Authority NND 745005  
By KJ NARA Date 02/17/09

DECLASSIFIED

Authority NND745005

By KJ NARA Date 02/17/09

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

DATE 22 December 1943

**95 B**  
**B DIAGRAM**

ASSEMBLY

GROUP FORMATION FORM

LEAD

9785

0173

9860

LOW

HIGH

3901a

1320

1001a

0235

3272

0226

7734

3400

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

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

DECLASSIFIED

Authority NND745005

By KJ NARA Date 02/17/09

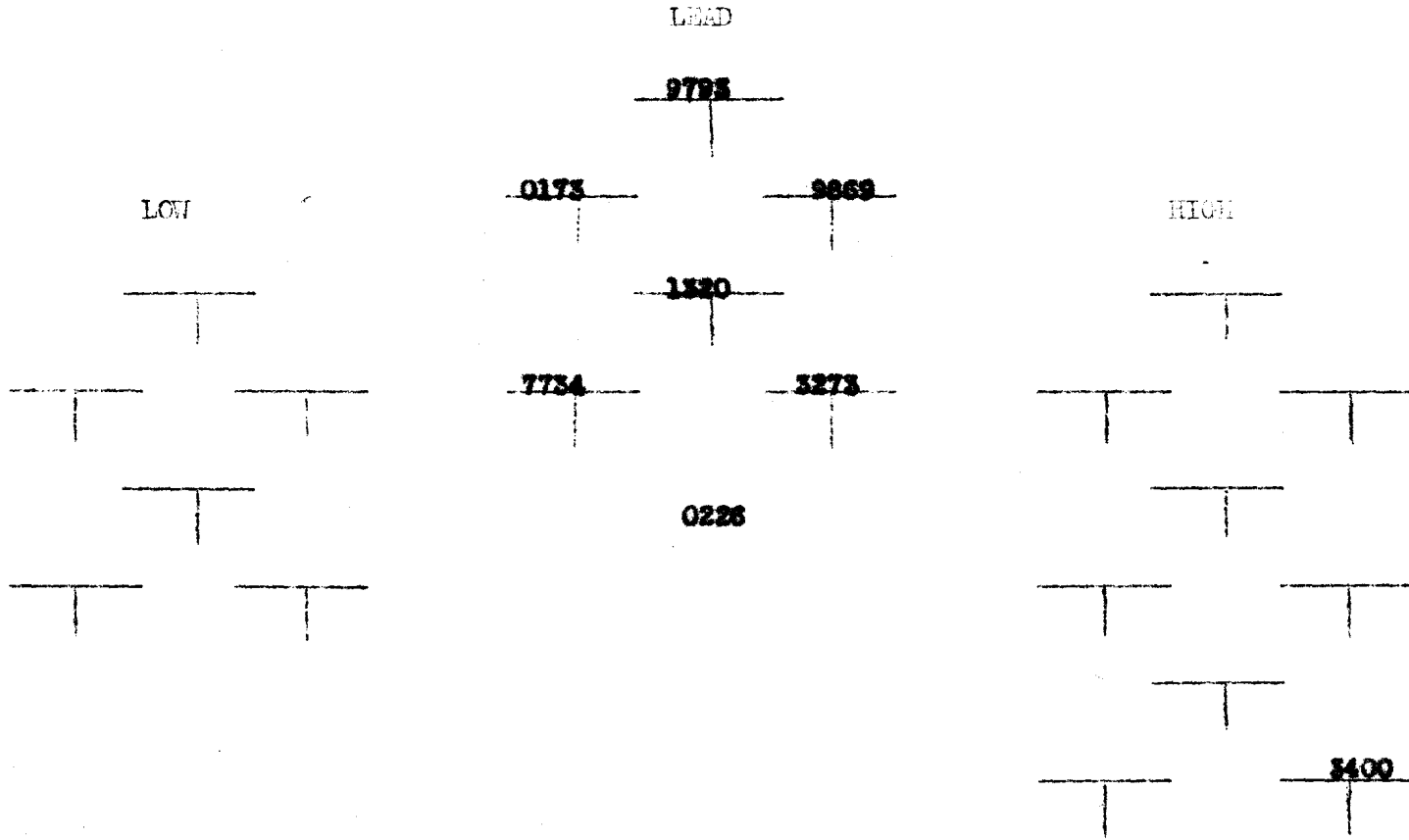
95 B

OVER TARGET

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

GROUP FORMATION FORM

DATE Dec 22, 1945



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

EXTRA SHIPS  
 334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-22-43

TARGET \_\_\_\_\_

1. 13 C.W. <sup>95A</sup> ~~HIGH~~ GROUP POSITION HIGH GP LEADER CAPTICMENS  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 10 45 T.O. 1st A/C 11 00 BASE 11 25 ETR 15 39
3. SQUADRON 334 NO. OF A/C 7 CALL SIGNS: W/T J K S

7894 1244 0342 1251 7766 9924 9943  
A/C : L : O : B : P : F : N : K : : : : : : : :  
A.T.O. : 1051 : 1052 : 1056 : 1057 : 1058 : 1058 : 1101 : : : : : : : :  
A.T.R. : /621 : /610 : /554 : /607 : : ~~1224~~ : /606 : : : : : : : :

<sup>1224</sup>  
SQUADRON 335 NO. OF A/C 8 CALL SIGNS: W/T L H T

7826 0609 7889 9838 7726 0178 1063 7929  
A/C : O : N : L : Z : a : S : T : Y : : : : : : : :  
A.T.O. : 1045 : 1046 : 1046 : 1048 : 1053 : 1054 : 1059 : 1100 : : : : : : : :  
A.T.R. : /638 : /616 : /613 : /619 : /439 : /625 : /618 : /609 : : : : : : : :

SQUADRON 336 NO. OF A/C 6 CALL SIGNS: W/T PTO

3529 7225 0674 9884 5918 3153\*  
A/C : F : K : C : N : J : A : : : : : : : :  
A.T.O. : 1049 : 1050 : 1102 : 1055 : 1104 : 1103 : : : : : : : :  
A.T.R. : /410 : /622 : /623 : /627 : /609 : /617 : : : : : : : :

SQUADRON 412 NO. OF A/C 2 CALL SIGNS: W/T RFS

0624 1054  
A/C : O : A : : : : : : : : : : : :  
A.T.O. : 1047 : 1055 : : : : : : : : : : : :  
A.T.R. : /628 : /624 : : : : : : : : : : : :

| SQDN | LETTER | NUMBER | DESIGNATION | EXPLANATION                 |
|------|--------|--------|-------------|-----------------------------|
| 334  | N      | 9924   |             | GAS LEAK. #4 ENGINE TROUBLE |
| 336  | F      | 3529   |             | RUNWAY PROP #4 ENG.         |
| 335  | Q      | 7756   |             | #2 ENG. FAIL.               |
|      |        |        |             |                             |
|      |        |        |             |                             |
|      |        |        |             |                             |
|      |        |        |             |                             |
|      |        |        |             |                             |
|      |        |        |             |                             |
|      |        |        |             |                             |

\* EXTRA SHIP

Authority NND-745605  
 By KJ NARA Date 02/17/09

DECLASSIFIED

Authority NND745005By KJ NARA Date 02/17/09

STATION

119FORMS

DATE

12-22-43

| LET | SHIP   | PILOT    | TARGET | TIME OFF |      | LANDING |      | REMARKS                                   |
|-----|--------|----------|--------|----------|------|---------|------|---|
|     |        |          |        | LIST     | AGT  | EST     | AGT  |   |
| 225 | O 7826 | SCOTT    | land   |          | 1045 |         | 1638 |   |
| 235 | N 0609 | MCINTIRE |        |          | 1046 |         | 1616 |   |
| 235 | L 7889 | CAMPBELL |        |          | 1046 |         | 1613 |   |
| 414 | O 0639 | WALLOCE  |        |          | 1047 |         | 1628 |   |
| 235 | A 7838 | FUGROSE  |        |          | 1048 |         | 1619 |   |
| 236 | F 3509 | DUNHAM   |        |          | 1049 |         | 1410 | RUNAWAY PROP #4 ENG                       |
| 226 | K 7935 | INFELD   | land   |          | 1050 |         | 1622 |   |
| 226 | E 0674 | EDWARDS  |        |          | 1102 |         | 1623 |   |
| 224 | L 7894 | STERN    |        |          | 1051 |         | 1621 |   |
| 226 | O 1244 | HARGROVE |        |          | 1052 |         | 1610 |   |
| 225 | A 7756 | WILLIAMS |        |          | 1053 |         | 1439 | ENG. FAIL                                 |
| 225 | S 0178 | MILWARD  |        |          | 1054 |         | 1625 |   |
|     | 1054   | BATCHA   |        |          | 1055 |         | 1624 |   |
|     | 9801   | GINSBERG |        |          | 1055 |         | 1627 |   |
|     | 0343   | WILSON   |        |          | 1056 |         | 1554 |   |
|     | 1057   | REED     | land   |          | 1057 |         | 1607 |   |
|     |        |          |        |          | 1058 |         |      |   |
|     |        |          |        |          | 1058 |         |      | MISSING<br>1224 CAT LEM #4 ENGINE TROUBLE |



FORMATION

Authority NND745005  
By KJ NARA Date 02/17/09

FORM 3

STATION 119

DATE 12-22-43

| LET | SHIP   | PILOT   | TARGET | TIME OFF |      | LANDING |     | REMARKS |
|-----|--------|---------|--------|----------|------|---------|-----|---------|
|     |        |         |        | EST      | ACT  | EST     | ACT |         |
| 235 | T 1063 | POWERS  |        |          | 1059 | 1618    |     |         |
| 235 | Y 7929 | LEONARD |        |          | 1100 | 1609    |     |         |
| 234 | K 9943 | VANSANT |        |          | 1101 | 1606    |     |         |
| 236 | F 5918 | FOLEK   | EXTRA  |          | 1104 | 1609    |     |         |
| 236 | A 3153 | DRAH    | EXTRA  |          | 1103 | 1617    |     |         |

*DeLough*

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-22-43

TARGET \_\_\_\_\_

1. 4 C.W. 95B GROUP POSITION HIGH GP LEADER MAR. LINDLEY  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 1030 T.O. 1st A/C 1045 BASE 1100 ETR 1537
3. SQUADRON 334 NO. OF A/C \_\_\_\_\_ CALL SIGNS: W/T J.K.S

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

SQUADRON 335 NO. OF A/C \_\_\_\_\_ CALL SIGNS: W/T LHT

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

SQUADRON 336 NO. OF A/C 3 CALL SIGNS: W/T PTO

*0226A 3400 \* 7734 \**

|        |   |      |   |      |   |      |   |   |   |   |   |   |   |
|--------|---|------|---|------|---|------|---|---|---|---|---|---|---|
| A/C    | : | L    | : | P    | : | G    | : | : | : | : | : | : | : |
| A.T.O. | : | 1033 | : | 1033 | : | 1034 | : | : | : | : | : | : | : |
| A.T.R. | : | 1605 | : | 1625 | : | 1603 | : | : | : | : | : | : | : |

SQUADRON 412 NO. OF A/C 6 CALL SIGNS: W/T RFS

*9793 9869 0173 1320 3273 0235*

|        |   |      |   |      |   |      |   |      |   |      |   |      |   |
|--------|---|------|---|------|---|------|---|------|---|------|---|------|---|
| A/C    | : | Y    | : | R    | : | L    | : | M    | : | W    | : | U    | : |
| A.T.O. | : | 1010 | : | 1031 | : | 1032 | : | 1032 | : | 1035 | : | 1036 | : |
| A.T.R. | : | 1604 | : | 1602 | : | 1545 | : | 1603 | : | 1407 | : | :    | : |

| SQDN | LETTER | NUMBER | DESIGNATION | EXPLANATION   |
|------|--------|--------|-------------|---------------|
| 412  | U      | 0235   |             | ENG. FAILURE  |
| 412  | L      | 0173   |             | ENG. FAILURES |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |
|      |        |        |             |               |

\*-EXTRA SHIP

Authority NND 745605  
By KJ NARA Date 02/17/09

DECLASSIFIED

Authority **NND745005**

By **KJ** NARA Date **02/17/09**

**B** FORMATION  
\* CW

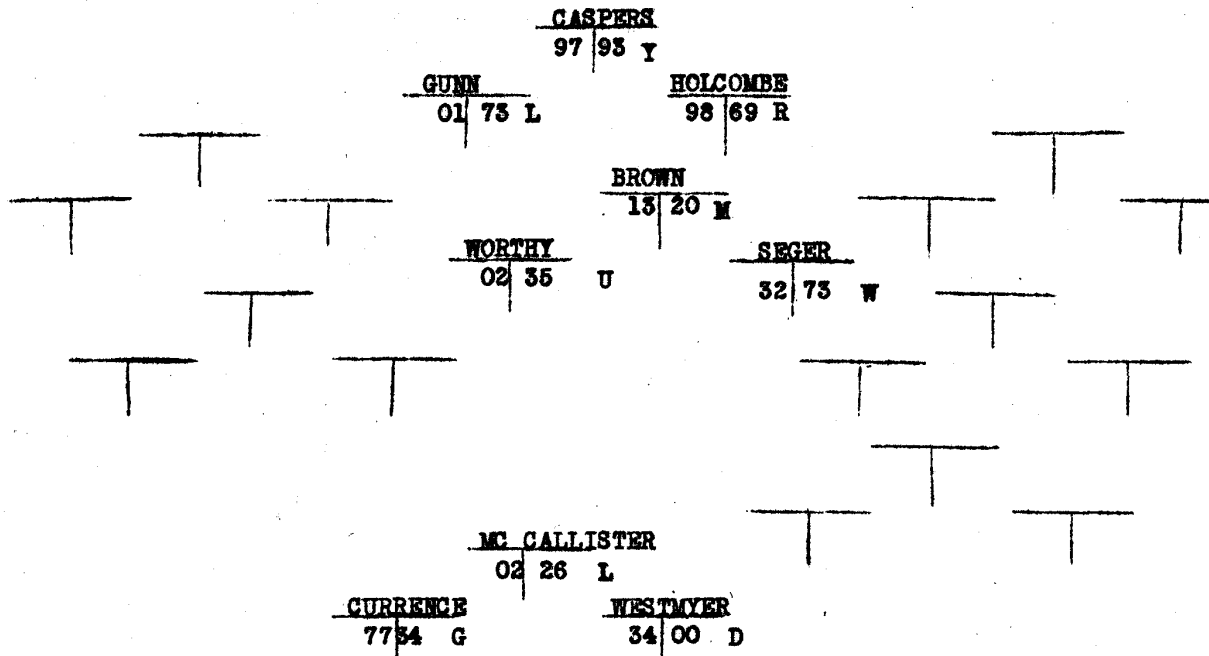
**FORM 3**

STATION 119

DATE \_\_\_\_\_

|     | LET | SHIP | PILOT       | TARGET | TIME OFF |                   | LANDING |      | REMARKS                          |
|-----|-----|------|-------------|--------|----------|-------------------|---------|------|----------------------------------|
|     |     |      |             |        | EST      | ACT               | EST     | ACT  |                                  |
| 412 | Y   | 9793 | CASPERS     | land   |          | 1030              |         | 1604 |                                  |
| 412 | R   | 9869 | HOKONDA     |        |          | 1031              |         | 1602 |                                  |
| 412 | L   | 0173 | GUNN        |        |          | 1032              |         | 1545 | ENG. FAILURE                     |
| 412 | M   | 1320 | BROWN       |        |          | 1032              |         | 1603 |                                  |
| 412 | W   | 3273 | SEGER       |        |          | 1035              |         |      | Crash landed @ Ludham            |
| 412 | J   | 0235 | WORTH       |        |          | 1036              |         | 1407 | RETURNING TO BASE - ENG. FAILURE |
| 336 | L   | 0246 | MCCALLISTER | EXTRA  |          | 1033              |         | 1605 |                                  |
| 336 | D   | 3440 | WESTMOR     | "      |          | 1033 <sup>+</sup> |         | 1625 |                                  |
| 336 | G   | 7734 | CURRANCE    | "      |          | 1034              |         | 1603 |                                  |

95 "B" FORMATION  
HIGH 4 C W



READINESS 09:15  
 STATIONS 10:15  
 TAXI 10:30  
 TAKE OFF 10:45  
 RENDEZVOUS 11:00 @ Bu #8 - 2,000'

EXTRA SHIPS  
 334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

RENDEZVOUS ALTITUDES:

95 B  
14,000  
94  
13,000  
385  
12,000

BOMBING ALTITUDES:

95 B  
26,000  
385  
25,000  
94  
24,000

OPERATING PROCEDURES

CLIMB 150 MPH @ 300 F  
 CRUISE 150 MPH  
 DESCENT 170 MPH @ 500 F

MF/DF D BOMBER-BOMBER "B"

VHF CHANNEL "D"  
 (IN) (OUT)

VHF CALL SIGNS:

BOMBERS GOLDSMITH TWO TWO  
 FIGHTERS DENVER TWO  
 GROUND TACKLINE  
 (IN) (OUT)

VHF/DF STATIONS:

FRAMLINGHAM:  
 BURY ST. EDMUNDS: CHAIRLEG B (BAKER)  
 CHANNEL B

R/T COLLECTIVE CALL SIGNS:

3rd B.D. STAMPOUT  
~~4th~~ ~~13th~~ C.W. FRANKLIN  
~~385th~~ ~~95th~~ B.G. " YELLOW  
~~94th~~ ~~100th~~ B.G. " RED  
~~95b~~ ~~xx~~ ~~280th~~ B.G. ZOOTSUIT PINK

95th B GROUP R/T CALL SIGNS

LEAD SQUADRON ZOOTSUIT PINK LEADER  
 HIGH SQUADRON \_\_\_\_\_  
 LOW SQUADRON \_\_\_\_\_

FLARES:

~~4th~~ ~~13th~~ C.W. RR  
~~95th~~ ~~95th~~ B.G. RY  
~~94th~~ ~~100th~~ B.G. RG  
~~385th~~ ~~385th~~ B.G. RE

COLORS OF THE DAY:

0700-1300 R-Y G GEORGE Z ZEBRA  
1500-1900 R-R B-Baker X XRAY  
 PERIOD CARTRIDGE CHALLENGE REPLY

13th C.W. COLLECTIVE ALDIS

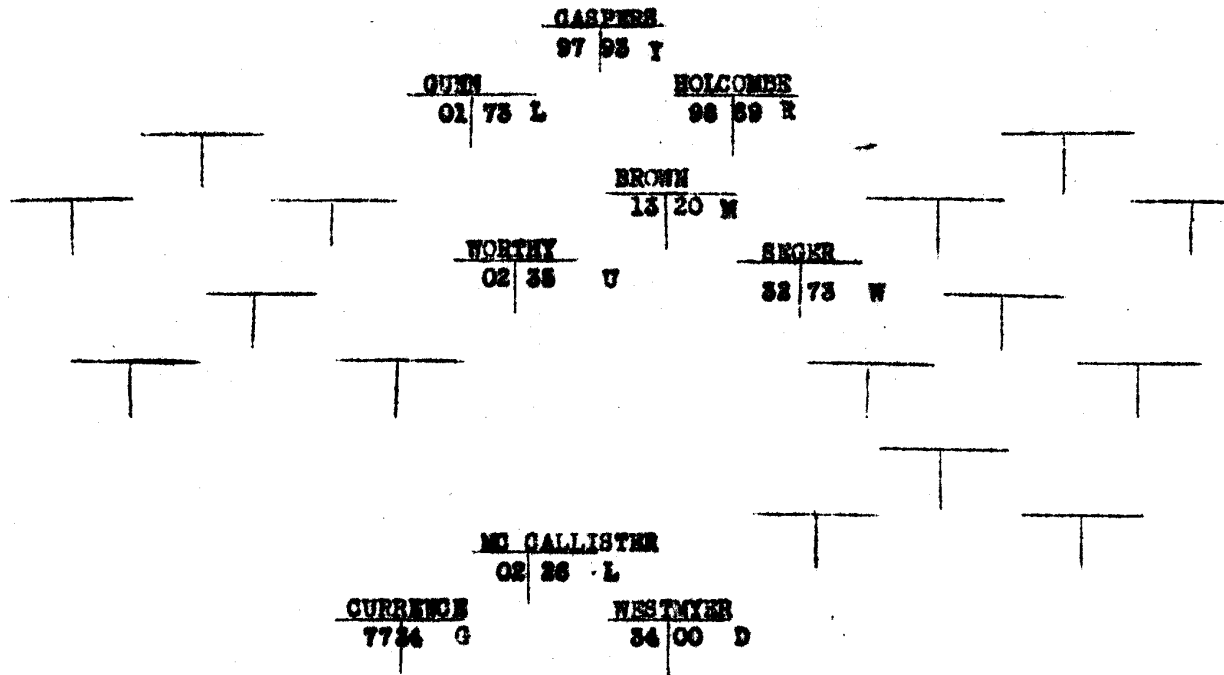
95th B.G. RED "B"  
 100th B.G. RED "D"  
 390th B.G. RED "J"

95th B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS

LEAD SQUADRON AMBER "B"  
 HIGH SQUADRON GREEN "B"  
 LOW SQUADRON RED "B"

DECLASSIFIED  
 Authority NM0745005  
 By KJ NARA Date 02/17/09

95 "B" FORMATION  
HIGH 4 C W



READINESS 09:15  
STATIONS 10:15  
TAXI 10:30  
TAKE OFF 10:45  
RENDEZVOUS 11:00 @ Bu #6 - 2,000'

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES  
CLIMB 150 MPH @ 300 F  
CRUISE 150 MPH  
DESCENT 170 MPH @ 500 F

95 B  
14,000  
94  
13,000  
385  
12,000

95 B  
25,000  
385  
25,000  
94  
24,000

MF/DF D BOMBER-BOMBER "B"

VHF CHANNEL "D"  
(IN) (OUT)

VHF CALL SIGNS:  
BOMBERS GOLDSMITH TWO  
FIGHTERS DEWYER TWO  
GROUND TACKLINE  
(IN) (OUT)

VHF/DF STATIONS:  
FRAMLINGHAM:  
BURY ST. EDMUNDS; CHAIRLEG B (BAKER)  
CHANNEL B

R/T COLLECTIVE CALL SIGNS:

3rd B.D. STAMPOUT  
4th ~~13th~~ C.W. FRANKLIN  
385th ~~95th~~ B.G. YELLOW  
94th ~~100th~~ B.G. RED  
385th ~~390th~~ B.G. BOOTSUIT PINK

95th B GROUP R/T CALL SIGNS  
LEAD SQUADRON BOOTSUIT PINK LEADER  
HIGH SQUADRON \_\_\_\_\_  
LOW SQUADRON \_\_\_\_\_

FLARES:

4th ~~13th~~ C.W. RR  
385th ~~95th~~ B.G. RY  
94th ~~100th~~ B.G. RG  
385th ~~390th~~ B.G. RB

COLORS OF THE DAY:

0700-1500 R-Y G GEORGE Z ZEBRA  
1500-1800 R-R B-BAKER X XRAY  
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 NND0745005  
By KJ NARA Date 02/17/09

Authority NND745605  
 By KJ NARA Date 02/17/09

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

GROUP FORMATION FORM

DATE 22 December 1943

95 "A" FORMATION

LEAD

SCOTT  
7826

CAMPBELL  
7889

MCINTYRE \*  
0609

HIGH

INFIELD  
~~8888~~

LOW

REED  
~~8888~~  
12 51

WALLACE  
0634

79 35

STUBER  
~~5440~~  
9924

MANGIS \*  
7768

DUNHAM  
3529

TUBEROSE \*  
9838

\* STERN  
7894

EDWARDS  
0674

POWERS  
1068

HARGROVE  
1244

VANSANT  
9943

*Leonard*  
LLOYD \*  
7829

MILWARD  
~~8888~~  
01 78

WILLIAMS  
~~8888~~  
7756

\* BATCHA  
1054

*Eoley*  
5918

*Dean*  
3153

WILSON  
0843

\* GINSBERG  
~~8888~~  
7884

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

EXTRA SHIPS  
 334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

DECLASSIFIED

Authority NND745005

By KJ NARA Date 02/17/09

95 "B" Formation

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

LEAD

CASPER

9793

LOW

\* GUNN

0173

HOLCOMBE \*

9869

HIGH

BROWN

1300

WORTHY

0235

SEGER

3273

MCCALLISTER

0226

CURRENCE

7754

WESTMYER

3400

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE\*OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 ~~336~~ (336) \_\_\_\_\_  
412 \_\_\_\_\_

Authority NND 745605  
 By KJ NARA Date 02/17/09

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

SQUADRON 334th

DATE 22 December 1943.

| CREW        | SHIP            | PILOT            | CO-PILOT         | NAV                | BOMB              | RAD. O             | ENG'R              | B.T.G.          | TAIL G.          | L.W.C.           | R.W.G.              |
|-------------|-----------------|------------------|------------------|--------------------|-------------------|--------------------|--------------------|-----------------|------------------|------------------|---------------------|
| G-9         | 1251            | INFIELD          | MUNSON           | FLADEBOE           | WEISLO            | LOIJA              | TOPOLSKI           | STEERE          | BUMGARDNER       | BAKER            | SKLAR               |
| G-11        |                 | STERN            | NEALE            | LEDDY              | HEIDIN            | ROBINSON           | ROTH               | EUBERT          | CROOKSHANK       | WOLAK            | HANRAHAN            |
| G-3         |                 | EDWARDS          | SPLANN           | FILIPONIS          | INGRAHAM          | KINARCIAK          | MCGANN             | BEDSAUL         | BRADLEY          | REYNOLDS         | BARTREE             |
| G-2         | 1244            | HARGROVE         | KESBEBY          | HARRIS             | SMITH             | DOX                | WOOD               | SULLIVAN        | BURDUE           | DENHAM           | JACOBSON            |
| G-10        | 7766            | MANGIS           | LEMBEKE          | BENNETT            | CELUSNAK          | DABNEY             | TRACY              | ALDRICH         | SUOBODA          | MCMASTER         | SHORT               |
| G-13        | 9924            | REED             | HARTE            | SCHWARTZ           | GADEK             | EMERSON            | BLAKE              | BISHIP          | SHERRY           | POWER            | JACELON             |
| G-12        | <del>1244</del> | <del>ALLEN</del> | <del>JONES</del> | <del>SKINNER</del> | <del>ALLMAN</del> | <del>JANNSEN</del> | <del>GILLMAR</del> | <del>RICE</del> | <del>VALEK</del> | <del>HYGHT</del> | <del>ROBINSON</del> |
| G-15        |                 | STUBER           | RIMER            | CORBELL            | ACKERMAN          | CANFIELD           | PASSANTE           | HARLAN          | CULBERTSON       | FOX              | KELLY               |
| G-14        |                 | WILSON           | PRINCE           | SULLIVAN           | BROKUP            | COWDERY            | KERESTE            | SEMERSKI        | TROUSE           | WARDELL          | NEDZIHROZKY         |
| G-6         | 9943            | VAN SANT         | BOWDEN           | HOWARD             | LYON              | LEWANDOWSKI        | CAMBELL            | BRADY           | MANN             | CONNELY          | DUNCAN              |
| EXTRA SHIPS |                 |                  |                  |                    |                   |                    |                    |                 |                  |                  |                     |



Authority NN0745005  
 By KJ NARA Date 02/17/09

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

SQUADRON 336th

DATE 22 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-23 | 7826 | SCOTT    | BRADY       | GILL      | HAWK       | COOPER    | ANDERSON  | BLACKLIDGE | THORNHILL | WALKER        | CROKER        |
| G-20 | 0809 | MCINTYRE | BALMAN      | PAINÉ     | DECHAMBRE  | NEAL      | ROBERSON  | SLIWKA     | CHAMBERS  | RISSI         | DOHERTY, J.L. |
| G-21 | 7889 | CAMPBELL | BAUMGARTNER | SAHNER    | WILSON     | FRATHER   | SCHMEIDER | JANECKO    | KEEFE     | KNAG          | KEIPER        |
| G-27 |      | WALLACE  | KEENE       | TRUE      | WILKINSON  | HARRIS    | GARVEY    | WEINBROER  | MUSE      | ECKSTEIN      | BANGHART      |
| G-25 |      | TUBEROSE | KUPKA       | STEELE    | WHITMAN    | CALANDROS | BENTZEL   | DILLOW     | DZEDZY    | MANNIE        | MILLER        |
| G-29 |      | DUNHAM   | RENNER      | MATTHEWS  | LUND       | THOMPSON  | ANDERSON  | PIPER      | BITTNER   | BARSTOW       | MALDONADO     |
| G-26 | 0178 | MILWARD  | FARRIS      | MILTON    | SCROGGINS  | WINSTEAD  | SPEARS    | MCCOMBER   | KODARIK   | CARFAGNA      | RIDDLE        |
| G-33 | 7756 | WILLIAMS | DAVILA      | VACEK     | SCHIERBURG | LEVINSON  | WESTFALL  | GANSTER    | KUREK     | LYNCH         | HUNKE         |
| G-22 |      | GINSBURG | DEAN        | GALLAGHER | ROCKETT    | MICHAELS  | CORE      | KOSTEVIG   | FUONO     | HENRY         | WRIGHT        |
| G-31 | 1063 | POWERS   | MCLEOD      | FOX       | LEVINE     | FELIX     | KNIPPER   | KENNEDY    | ALLARD    | DOHERTY, J.W. | O'KEEFE       |

EXTRA SHIPS

BRACKET MISSION

Authority NND745005  
 By KJ NARA Date 02/17/09

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

SQUADRON 336th

DATE 22 December 1943.

| CREW | SHIP | PILOT       | CO-PILOT | NAV         | BOMB       | RAD. O     | ENG'R      | B.T.G.    | TAIL G.   | L.W.G.         | R.W.G.     |
|------|------|-------------|----------|-------------|------------|------------|------------|-----------|-----------|----------------|------------|
|      | 7935 | KERR        | MURPHY   | BALL        | HEARTY     | SWEENEY    | BRACE      | SEYMOUR   | GROVE     | MARTIN         | NEWELL     |
|      |      | FOLEY       | KEITH    | SHAUGHNESSY | WAYMAN     | CARTER     | ROTHMAN    | CADLE     | HOBBS     | KING           | GEISLER    |
|      | 3400 | KROEGER     | FITCHKO  | CHARLES     | DOMINICK   | GREEN      | SCHWARTZ   | DULANEY   | HICKS     | KAITZ          | BATTISTINI |
|      |      | HEARN       | TAYLER   | HILL        | REEVES     | KLEIN      | BELEW      | ROUSE     | SANDERS   | HIGGINBOTHAM   | CHAVEZ     |
|      | 7734 | CURRENCE    | HANKINS  | EDWARDS     | WERNER     | WOZNICKI   | RABINOWITZ | DAVIS     | LANDY     | CAMPBELL       | KELLEHER   |
|      | 0226 | MCCALLISTER | KELSEY   | SANDS       | DEMARTINO  | KIMECEK    | SANDIN     | FEINGOLD  | JONES     | WEITRAZAKOWSKI | RAPP       |
|      |      | JEFFERS     | THAYER   | BLAGG       | EDGAR      | BECK       | LAPARNERE  | BACA      | ADLER     | BRISCOE        | HEIMAN     |
| ✓    | 3153 | DEAN        | CRAIG    | MATETICH    | WOLFE      | ALVAREZ    | THOMPSON   | ARENSON   | FEDBY     | COOK           | PICKUP     |
|      |      | HAMBY       | CABALIER | DAY         | DENARO     | BLEYENBERG | GOUDET     | HENDERSON | STERNS    | REBOULET       | LESLIE     |
|      | 0674 | SMITH       | BOOHER   | FEINGOLD    | TARKINGTON | MCEVOY     | MORRISON   | ESHUIS    | KIRKALDIE | ADAMS          | O'NESSI    |
|      |      | WESTMEYER   | TERRY    | JOHNSON     | RUDNICKY   | LIGON      | JETT       | GARMONG   | HEILWEIL  | NOVAK          | CAMPBELL   |

EXTRA SHIPS

PRACTICE MISSION

| CREW | SHIP | PILOT     | CO-PILOT | NAV | BOMB | RAD. O | ENG'R | B.T.G. | TAIL G. | L.W.G. | R.W.G. |
|------|------|-----------|----------|-----|------|--------|-------|--------|---------|--------|--------|
|      |      | HEARN     |          |     |      |        |       |        |         |        |        |
|      |      | HIGGINS   |          |     |      |        |       |        |         |        |        |
|      |      | WESTMEYER |          |     |      |        |       |        |         |        |        |
|      |      | SMITH     |          |     |      |        |       |        |         |        |        |
|      |      | CAVALIER  |          |     |      |        |       |        |         |        |        |
|      |      | HAMBY     |          |     |      |        |       |        |         |        |        |

EXTRA SHIPS

DECLASSIFIED  
 Authority **NND 745005**  
 By **KJ** NARA Date **02/17/09**

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

SQUADRON 412th

DATE 22 December 1943.

| CREW        | SHIP | PILOT    | CO-PILOT | NAV       | BOMB     | RAD. O    | ENG'R   | B.T.G.    | TAIL G.   | L.W.G.     | R.W.G.   |
|-------------|------|----------|----------|-----------|----------|-----------|---------|-----------|-----------|------------|----------|
| AS/PA       | 1320 | MILLER   | PATRICK  | WATTERS   | BOWEN    | MURPHY    | THORPE  | GASTONA   | FULLER    | FETTER     | SULLIVAN |
|             |      | HOLCOMBE | BABER    | SPIERLING | BARRETT  | MARTIN    | KENNEDY | RAEMER    | BLAKE     | BOOTH      | LONG     |
|             |      | GUNN     | BECKER   | VAVERKA   | PIERCE   | CHICK     | MURNAME | JACOBY    | HOLSAPPLE | HUTCHERSON | SHAWER   |
|             | 9869 | BROWN    | DIPPERY  | DURR      | FLAGLER  | ATTEBURY  | SMITH   | NUTTER    | ADDISON   | RANEY      | CRADDOCK |
|             |      | SEGER    | BUGIE    | HUTCHINGS | MYERS    | BESSEMER  | HELD    | MACK      | MCKINNEY  | HARTNEY    | STORY    |
|             | 0233 | WORTHY   | IRELAND  | GAYNOR    | SPANGLER | RUPRIGHT  | RUSSO   | RUIZ      | ROYALL    | MCHALE     | BRINSON  |
|             | 1054 | BATCHA   | SHARP    | GOFF      | BARRON   | KILLEN    | RYAN    | LINTELMAN | GARDNER   | FORST      | HOLLIS   |
|             |      | NEWSON   | MARCHESE | GARRETT   | BRADY    | HENDERSON | ENGELL  | POUST     | LESLIE    | DALY       | MOYE     |
| EXTRA SHIPS |      |          |          |           |          |           |         |           |           |            |          |

PRACTICE MISSION

| CREW        | SHIP | PILOT    | CO-PILOT | NAV | BOMB | RAD. O | ENG'R | B.T.G. | TAIL G. | L.W.G. | R.W.G. |
|-------------|------|----------|----------|-----|------|--------|-------|--------|---------|--------|--------|
|             |      | ROGERS   |          |     |      |        |       |        |         |        |        |
|             |      | SEGER    |          |     |      |        |       |        |         |        |        |
|             |      | NEWSON   |          |     |      |        |       |        |         |        |        |
|             |      | BATCHA   |          |     |      |        |       |        |         |        |        |
|             |      | READ     |          |     |      |        |       |        |         |        |        |
|             |      | MCGUIGAN |          |     |      |        |       |        |         |        |        |
| EXTRA SHIPS |      |          |          |     |      |        |       |        |         |        |        |

95 "A" FORMATION  
High 13 C W

SCOTT  
78 26 -O

CAMBELL  
7889 L

MC INTYRE  
06 09 N

REED  
12 51 P

INFIELD  
79 35 K

STUBER  
99 24 N

MANGIS  
77 66 F

WALLACE  
06 34 -O

STERN  
78 94 L

EDWARDS  
06 74 C

DUNHAM  
35 29 F

TUBEROSE  
98 38 Z

HARGROVE  
12 44 -O

POWERS  
10 63 T

VANSANT  
99 43 K

LEONARD  
7929 Y

MILWARD  
01 78 S

WILLIAMS  
77 56 Q

BATCHA  
01 54 Q

WILSON  
03 42 B

GINSBERG  
98 84 N

FOLEY  
5918 J

DEAN  
31 53 A

READINESS 09:30  
STATIONS 10:30  
TAXI 10:45  
TAKE OFF 11:00  
RENDEZVOUS 11:25 @ 2,000

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES  
CLIMB 150 MPH @ 300 FPM  
CRUISE 150 MPH  
DESCENT 170 MPH @ 500 FPM

95 A  
22,000

100  
21,000

390 B  
20,000

95 A  
26,000

390 B  
25,000

100  
24,000

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

VHF CALL SIGNS:

BOMBERS goldsmith two three  
FIGHTERS denvert wo  
GROUND taokline  
(IN) (OUT)

VHF/DF STATIONS:

FRANLINGHAM: U/S  
BURY ST. EDMUNDS: CHAIRLEG B (BAKER)  
CHANNEL "B"

R/T COLLECTIVE CALL SIGNS:

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

95th GROUP R/T CALL SIGNS

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

FLARES:

13th C.W. G G  
A 95th B.G. R G  
100th B.G. R Y  
B 390th B.G. G G

COLORS OF THE DAY:

|  |                  |                  |                  |                |
|--|------------------|------------------|------------------|----------------|
|  | <u>0700-1300</u> | <u>R-Y</u>       | <u>CHALLENGE</u> | <u>REPLY</u>   |
|  | <u>1300-1900</u> | <u>R-R</u>       | <u>G GEORGE</u>  | <u>Z ZEBRA</u> |
|  | <u>1900-0100</u> | <u>R-G</u>       | <u>B BAKER</u>   | <u>X XRAY</u>  |
|  | <u>PERIOD</u>    | <u>CARTRIDGE</u> | <u>L-LOVE</u>    | <u>Q AUBEN</u> |
|  |                  |                  | <u>CHALLENGE</u> | <u>REPLY</u>   |

13th C.W. COLLECTIVE ALDIS

35th 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 NM0745805  
 By KJ NARA Date 02/17/09

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

APO 634  
24 December 1943

**SUBJECT: Lead Navigator's Narrative, Ninety Five "A" Group, Mission of 22 December 1943, Munster.**

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

1. Ninety Five "A" Group took off under bad weather conditions, and assembled above the overcast at Bu #8. It was necessary to climb around cloud formations, and we arrived at the Combat Wing rendezvous point four minutes late. However by cutting corners and intercepting courses, we were in good formation before leaving the English Coast.
2. We crossed the Enemy Coast approximately forty miles south of the briefed course, and intercepted briefed course in the Zuider Zee.
3. I followed the pilot with an air plot up to the point where bombs were away. Using the wind I had obtained, the bombs are plotted northeast of Munster. Bombs were dropped at 1405 hours, magnetic heading 105°, altitude 28,000'.
4. After bombs away, the Combat wing made a 180° turn to the left, and flew an average magnetic heading of 280° to the enemy coast where the descent was begun. The English Coast was crossed at Southwold and we arrived over the home base at 1602 hours.

JOHN F. GILL  
2nd Lt., Air Corps,  
Lead Navigator.

DECLASSIFIED  
Authority **NND745005**  
By **KJ NARA** Date **02/17/09**

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

APQ 634  
24 December 1943

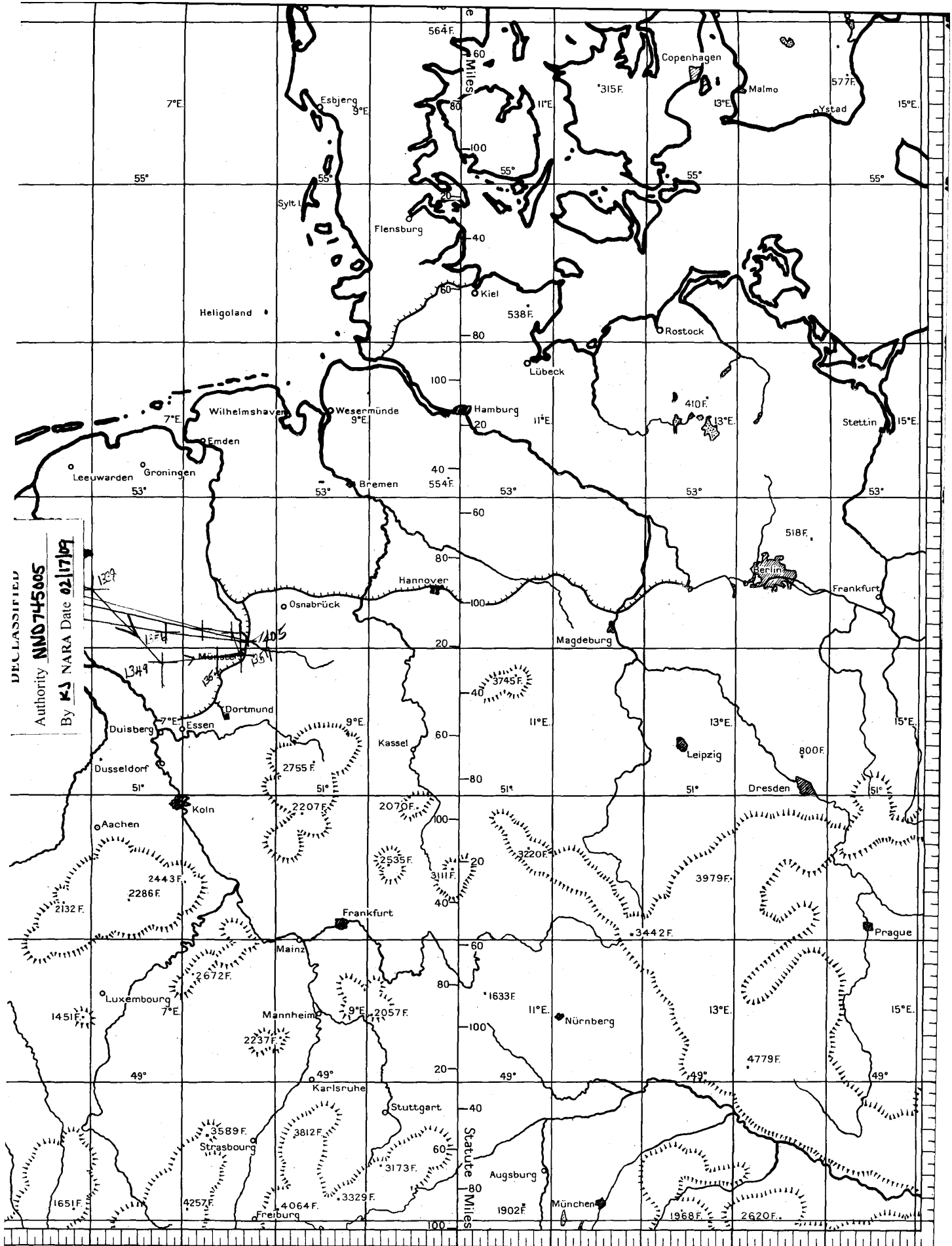
SUBJECT: Lead Navigator's Narrative, Ninety Five "B" Group, Mission of  
22 December 1943, Munster.

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

1. The Ninety Five "B" Group composed of nine aircraft which took off at 1030 - 1040 and rendezvoused at Bu #8 at 1110, altitude 12,000 feet. At 1146, at 14,000' with one squadron from the 390th Bombardment Group the group departed from Bu #8 and proceeded to Bu #12. Arriving early we made a 270° turn to the north and passed over Bu # 12 two minutes late. By cutting corners we intercepted the lead group which we followed throughout the mission. At 1254, at 24,000' we left the English Coast at Lowestoft, proceeded on a southeasterly heading to intercept the briefed route and crossed the enemy coast on time slightly north of course at 26,000'. At 1353 we dropped our bombs on a flare fired by the P.F.F. aircraft on a heading of approximately 110° magnetic heading. The position by D.R. is 52° 19'N 07° 26'E which is borne out by the fact that we were able to see flak fired at the 1st Division 10 - 15 miles ahead. We received no flak ourselves, and other 3rd Division wings were south. We made a wide sweeping turn two minutes after bombs away and made our withdrawal on a heading of 270°. Crossing the enemy coast at 1447 at 52° 34'N 04° 37'E, south of course at 28,000', we started our let down. Arrived at Great Yarmouth at 1529 at 13,000' and proceeded to our base.

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

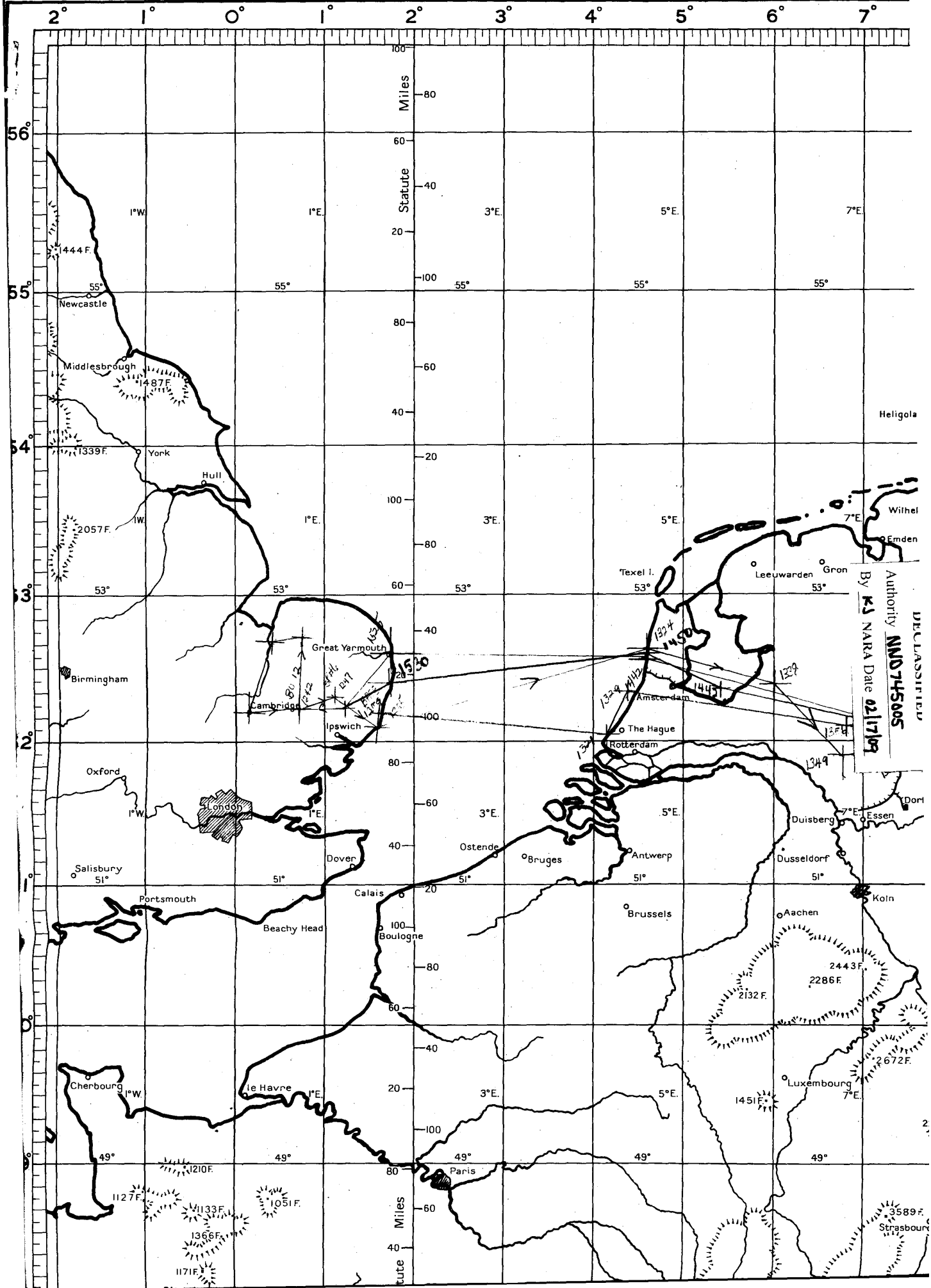
DECLASSIFIED  
Authority NN0745605  
By KJ NARA Date 02/17/09



DECLASSIFIED  
 Authority NND 745005  
 By KJ NARA Date 02/17/09

HEIGHTS IN FEET

H.Q./G.S.G.



DECLASSIFIED  
 Authority **NND 745005**  
 By **KJ NARA** Date **02/17/09**



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

APO 634  
22 December 1943

SUBJECT: Lead Bombardier's Narrative, Ninety Five "A" Group, Mission of 22 December 1943, Munster.

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

1. Bombing Approach and Run - At the I.P. I saw a yellow yellow flare from the lead group, at which time I tried to open the bomb bay doors, but was unable to do so after trying for about half of the run. The pilot then pulled the emergency release handle until the doors came open and I salvoed the bombs from the nose when the formation was over the smoke flares released by the lead group. Undercast prohibited any visual sighting although there was a break in the clouds at the time of bombs away. There were no enemy fighter attacks and flak was meager. When we saw we were unable to get the doors open, the pilot called the rest of the formation and told them to open their doors, but was unable to get any response from them. Also we fired a yellow yellow flare at the I.P.

2. Disposition of Bombs - Nineteen aircraft were in the formation as it went over the target. One A/C (No. 7889) failed to bomb as its bomb bay doors were frozen shut. Each of the 18 other A/C dropped 16 x 250# British Incendiaries Mark II series fused with 855 Mark I inertia fuse. A/C (No. 7766) which was lost has no bomb disposition given. Total no. of bombs dropped on primary was thus 288. A/C (No. 7889) and (No. 7766) jettisoned bombs in the channel. A/C (No. 7766) aborted before reaching the target. A/C (No. 5529 and No. 9924) which aborted returned their bombs to the base.

3. Types of Release - Of the bombs dropped at target numbering 288, 176 were released by intervalometer (75 ft. interval), 64 were toggled and 48 were salvoed armed by the pilot in A/C (No. 826, 1251, 674) whose bomb bay doors were frozen.

4. Tabular Summary:

|                                      | Aircraft  |         | Bombs |      |         |            |
|--------------------------------------|-----------|---------|-------|------|---------|------------|
|                                      | Over Tar. | Bombing | No.   | Size | Type    | Fuse       |
| Main Bombfall (Munster)              | 19        | 18      | 288   | 250# | Mark II | 855 Mark I |
| Total Bombs on Target                |           |         | 288   | 250# | Mark II | 855 Mark I |
| Other Bomb Expenditures (Jettisoned) |           |         | 48    | 250# | Mark II | 855 Mark I |

|                               | Aircraft  |         | Bombs |      |         |            |
|-------------------------------|-----------|---------|-------|------|---------|------------|
|                               | Over Tar. | Bombing | No.   | Size | Type    | Fuse       |
| Bombs Brought Back            |           |         | 32    | 250# | Mark II | 855 Mark I |
| Total (A/C loaded taking off) |           |         | 368   | 250# | Mark II | 855 Mark I |

Authority NN0745005  
By KJ NARA Date 02/17/09

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

W.D.  
 A.C. FORM  
 12 E MODIFIED  
 17-10-43 SBD APO 634

"A"  
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER F. P. HANK 2nd Lt. DATE 22 December 1943.  
 PILOT J. D. SCOTT 1st Lt. TAKE-OFF 1045  
 NAVIGATOR J. F. GILL 2nd Lt. RANDED 1615 XXX  
 ORGANIZATION 355th Squadron 80-A Group AIRPLANE B-17-G 885  
 Type Number

OBJECTIVE Munster

AIMING POINT (MPI) P.F.F.

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron Group X Wing

NUMBER OF ATTACKING A/C IN GROUP 19 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP None COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP None COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 250# Mark II British Incend.

NUMBER OF BOMBS LOADED 16 RELEASED 16

FUZING, NOSE 855 Mark I TAIL None

SYNCHRONIZATION P.F.F.  
 On Past Slow

INFORMATION AT RELEASE POINT

|                             |                   |                        |                       |                  |
|-----------------------------|-------------------|------------------------|-----------------------|------------------|
| Altitude of Target          | <u>120'</u>       | Mag. Head, Order       | <u>97°</u>            | Actual           |
| True Altitude Above Target  | <u>24,661</u>     | True Heading           | <u>90°</u>            |                  |
| Ind. Altitude               | <u>26000</u>      | Drift, Est.            | <u>3° RT.</u>         | Actual <u>3°</u> |
| Pressure Altitude of Target | <u>874</u>        | True Track             | <u>87</u>             |                  |
| Altimeter Setting           | <u>29.92</u>      | Actual Range           |                       |                  |
| I.A.S.                      | <u>150</u>        | Bomb Sight Type        | <u>B-9</u>            |                  |
| T.A.S.                      | <u>225</u>        | Time of Release        | <u>1405</u>           |                  |
| G.S., Est.                  | <u>227</u>        | Actual                 |                       |                  |
| Wind Direction, Metro       | <u>250</u>        | Length of Bombing Run  | <u>APPROX. 8 Min.</u> |                  |
| Wind Velocity, Metro        | <u>56</u>         | Intervolometer Setting | <u>75 Ft.</u>         |                  |
| D.S. <u>127.4</u>           | Trail <u>71.2</u> | C-1 Pilot              |                       |                  |
| TAN. D.A. Est.              | <u>.49</u>        | A-5 Pilot              |                       |                  |
|                             |                   | Manual Pilot           | <u>X</u>              |                  |

Authority NN0745005  
 By KJ NARA Date 02/17/09

DECLASSIFIED

TYPE OF RELEASE

Individual Train **X** Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Not seen due to overcast.

NAVIGATIONAL DATA:

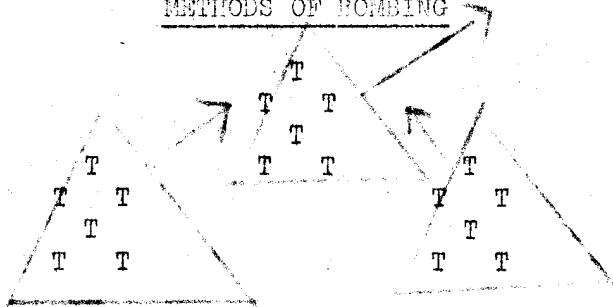
MEAN TEMPERATURE

METRO -19.5 ACTUAL

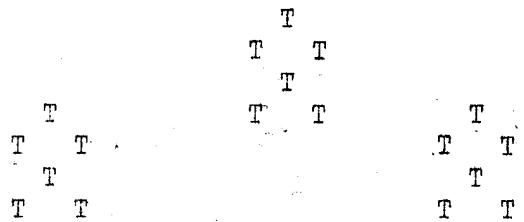
WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP. C° |        |
|----------|-----------|--------|----------|--------|----------|--------|
|          | METRO     | ACTUAL | METRO    | ACTUAL | METRO    | ACTUAL |
| 1000     | 270       |        | 30       |        | -4       |        |
| 3000     |           |        |          |        |          |        |
| 6000     | 260       |        | 35       |        | -1       |        |
| 10000    | 260       |        | 40       |        | -12      |        |
| 15000    | 250       |        | 45       |        | -23      |        |
| 18000    |           |        |          |        |          |        |
| 20000    | 250       |        | 50       |        | -37      |        |
| 23000    |           |        |          |        |          |        |
| 25000    | 250       |        | 55       |        | -43      |        |
| 28000    |           |        |          |        |          |        |
| 30000    | 250       |        | 60       |        | -45      |        |

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operations --- (T)  
 Bombardier making range operation only --- (T)  
 Bombardier dropping on leader, with arrow indicating leader's position --- (T)

Authority **NND745005**  
 By **KJ NARA** Date **02/17/09**

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

APO 634  
 22 December 1943

**SUBJECT:** Lead Bombardier's Narrative, Ninety Five "B" Group, Mission of 22 December 1943, Munster.

**TO :** Commanding Officer, 96th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - At the I.P. we made a turn to the left and started the run on a Mag. heading of 95°. I opened the bomb bay doors. The area was 10/10 covered by clouds and therefore any form of visual bombing was impossible. Hence, during the run I was watching for smoke bomb trails; also the wing lead ship which I was able to see. When the Wing Leader dropped his bombs which I saw drop I waited approximately two seconds after passing his bomb release line and let my bombs go as we were in tight wing formation. Flak did not interfere with the bombing run. No fighter attacks were made and good fighter protection was given us. Eight A/C of Ninety Five "B" Group led the composite group of the Fourth Wing.

2. Disposition of Bombs - Eight A/C went over the target. Of these seven A/C dropped 16 x 250# Mark II British Incendaries, with 855 Mark I inertia fuzes. A/C (No. 3400) dropped 1 x 250# Mark II incendiary and returned 15 to the base. A/C (No. 0235) returned 16 x 250# incendiaries to base. Total No. of bombs dropped on the primary target was 113 x 250# British Mark II incendiaries.

3. Types of Release - Of the 113 bombs dropped armed at the primary target 80 were released through the intervolometer (spacing 75') and 32 were toggled. A/C (No. 3400) used intervolometer and released one bomb.

4. Tabular Summary:

|                                   | Aircraft  |         | Bombs |      |         |            |
|-----------------------------------|-----------|---------|-------|------|---------|------------|
|                                   | Over TAF. | Bombing | No.   | Size | Type    | Fuze       |
| Main Bombfall (Munster)           | 8         | 8       | 113   | 250# | Mark II | 855 Mark I |
| Bombs returned to base.           |           |         | 31    | 250# | Mark II | 855 Mark I |
| Total (loaded on A/C taking off). |           |         | 144   | 250# | Mark II | 855 Mark I |

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

Authority **NN0745005**  
 By **KJ NARA** Date **02/17/09**

W.D.  
 A.C. FORM  
 12 E MODIFIED  
 17-10-43 SBD APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER JOHNSON, D.W. CAPT. A.C. DATE 22 December 1943.  
 PILOT CASPERS, J.P. 1st Lt. TAKE-OFF 1050  
 NAVIGATOR GLOWES, R. 1st Lt. LANDED L. 1605  
 ORGANIZATION 412th Squadron 95-B Group AIRPLANE B-17-G 9793  
 Type Number

OBJECTIVE Munster

AIMING POINT (MPI) P.F.P.

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_ **X**  
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 8 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING, GROUP None COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP None COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 250# Mark II British Incend.

NUMBER OF BOMBS LOADED 16 RELEASED 16

FUZING, NOSE 855 Mark I TAIL None

SYNCHRONIZATION P.F.P.  
 On Fast Slow

INFORMATION AT RELEASE POINT \_\_\_\_\_

|                             |                    |                  |             |                        |            |
|-----------------------------|--------------------|------------------|-------------|------------------------|------------|
| Altitude of Target          | <u>120'</u>        | Mag. Head, Order | <u>97'</u>  | Actual                 | <u>98'</u> |
| True Altitude Above Target  | <u>24,681</u>      | True Heading     | <u>90°</u>  |                        |            |
| Ind. Altitude               | <u>26,000'</u>     | Drift, Est.      | <u>4°R.</u> | Actual                 | <u>4°L</u> |
| Pressure Altitude of Target | <u>21,122 +574</u> | True Track       | <u>88</u>   |                        |            |
| Altimeter Setting           | <u>29.92</u>       | Actual Range     |             |                        |            |
| I.A.S.                      | <u>150</u>         | Bomb Sight Type  | <u>M-9</u>  |                        |            |
| T.A.S.                      | <u>225</u>         | Time of Release  | <u>1353</u> |                        |            |
| G.S., Est.                  | <u>277</u>         | Actual           | <u>219</u>  | Length of Bombing Run  |            |
| Wind Direction, Metro       | <u>250</u>         | Actual           | <u>240</u>  | Intervolometer Setting | <u>75'</u> |
| Wind Velocity, Metro        | <u>56</u>          | Actual           | <u>55</u>   | C-1 Pilot              |            |
| D.S.                        | <u>127.4</u>       | Tail             | <u>71.2</u> | ATE                    |            |
| TAN. D.A. Est.              | <u>.49</u>         | Actual           |             | A-5 Pilot              |            |
|                             |                    |                  |             | Manual Pilot           | <b>X</b>   |

Authority NM0745605  
 By KJ NARA Date 02/17/09

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

not visible due to undercast

NAVIGATIONAL DATA:

MEAN TEMPERATURE

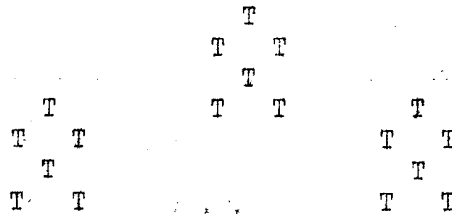
METRO

ACTUAL

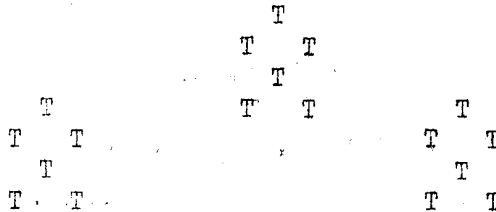
WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP. C° |        |
|----------|-----------|--------|----------|--------|----------|--------|
|          | METRO     | ACTUAL | METRO    | ACTUAL | METRO    | ACTUAL |
| 1000     | 270       |        | 50       |        |          |        |
| 3000     |           |        |          |        |          |        |
| 6000     | 280       |        | 55       |        |          |        |
| 10000    | 280       |        | 40       |        |          |        |
| 15000    | 280 280   |        | 35 45 45 |        |          |        |
| 18000    | 280       |        | 35 45    |        |          |        |
| 20000    | 280       |        | 35 45 50 |        |          |        |
| 23000    | 280       |        | 35       |        |          |        |
| 25000    | 280       |        | 50       |        |          |        |
| 28000    |           |        |          |        |          |        |
| 30000    | 280       |        | 50       |        |          |        |

METHODS OF BOMBING



COMPOSITE GROUPS



- Bombardier making complete sighting operations --- (T)
- Bombardier making range operation only --- T
- Bombardier dropping on leader, with arrow indicating leader's position --- T

DECLASSIFIED  
 Authority NND 745005  
 By KJ NARA Date 02/17/09

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

APC 634,  
22 December 1943.

SUBJECT: Base Engineering Report on Combat Mission 22 December 1943.

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

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 22 December 1943.
  - a. Thirty-two B-17 airplanes took off as scheduled.
  - b. Twenty-six (26) B-17 airplanes returned to base after completing mission.
  - c. 42-37760 failed to return from mission.
  - d. 42-3273 Crash landed at Ludham.
  
2. There were four (4) abortive airplanes.
  - a. 42-39924 - #4 runaway propeller.
  - b. 42-37766 - #2 runaway propeller.
  - c. 42-3529 - #2 runaway supercharger.
  - d. 42-30235 - #4 runaway propeller.
  
3. All aircraft took off as scheduled.
  
4. There was no battle damage.

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

Authority NND745005  
By KJ NARA Date 02/17/89

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

22 December 1943.

SUBJECT: Mission Expenditure Report for 22 December 1943.

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

1. Following is the expenditure report for 22 December 1943:

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

|    |                   |     |
|----|-------------------|-----|
| 56 | Lower Turret Guns | 950 |
| 56 | Upper Turret Guns | 855 |
| 28 | Left Waist Guns   | 555 |
| 28 | Right Waist Guns  | 555 |
| 28 | Radio Guns        | 515 |
| 28 | Left Nose Guns    | 555 |
| 28 | Right Nose Guns   | 520 |
| 28 | Center Nose Guns  | 530 |
| 56 | Tail Guns         | 865 |

e. Total number of guns 336  
f. Total number of rounds fired 6,890  
g. Aircraft number 37766 reported missing loaded with 16-250 lb. British Incendiary bombs and 7,000 rounds of Cal. 50 AP.  
h. Total number of rounds expended 12,890  
i. Total number of bombs expended 449-250 lb. British Incendiary bombs.

Authority NM0745605  
By KJ NARA Date 02/17/69

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



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

(J-1)

APD 634  
December 22 1943

SUBJECT: Operational Communications

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

1. Of the thirty-two (32) crews that went on the mission, thirty (30) were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

- (a) 334-P (BT Interphone/faulty mike switch)
- (b) 335-P (Liaison Transmitter/loosening relay sticky)
- (c) 336-P (Right Waist Interphone/broken headset cord)
- (d) 412-L (Radio Interphone/broken mike cord)
- (e) 412-O (Radio Interphone/faulty mike switch)

3. The following navigational aids were used successfully:

- (a) Eighteen A/C used Splashers and Bunchers for assembly and homing
- (b) 412-O obtained four QDM's on home station
- (c) Thirteen A/C used Station 7000

4. Navigators report improved reception of Bunchers on higher frequency. 412-O turned IFF on emergency position and contacted MF/DF section in anticipation of possible ditching.

RICHARD F. KNOX  
Captain, A. C.  
Communications

CONFIDENTIAL  
(EQUALS BRITISH SECRET)

Authority NND 745605  
By KJ NARA Date 02/17/09

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

22 December 1943

**SUBJECT: S-2 Report 95A**

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

1. 23 A/C of the 95A Group took off at 1045 December 22, 1943 to bomb targets in Munster, Germany.

2. A/C #3529 (Dunham) returned from just off the Dutch Coast #2 prop ran away.

A/C #7756 (Williams) returned at 1330 from 52°02' 04°05'E #2 Prop ran away.

A/C #9924 (Stuber) returned at 1157 from over Bungay, England #4 engine ran away.

A/C #7765 (Mangis) was seen to leave formation just before bombs away and is presumed lost.

3. The Other 19 A/C flew over target all bombing except A/C #7889 (Campbell) whose bomb bay doors would not open. Bombing results were considered poor.

4. Briefed course was not followed closely formation being south of course.

5. All planes except #7765 returned to base by 1622.

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

Authority NND745005  
By KJ NARA Date 02/17/09

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

22 December 1943

**SUBJECT: S-2 Report on 95B.**

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

1. Six A/C and 3 spares A/C of the 95th Group took off at 1030 22 December 1943 and formed the lead squadron of the high group of the 4th Combat Wing. The following A/C returned early:

A/C #0235 from North of Oxford at 1254 #4 Prop ran away. (No Sortie)

2. Eight A/C attack the target with poor results. One A/C, #3400, only dropped one bomb as the others hung up and were returned to base.

3. A maximum of 10-12 E/A were sighted but no attacks were made on this group. Fighter escort was termed by crews to be "wonderful".

4. Only meagre flak was encountered at the coast and in the target area.

5. A/C #3273 crash landed at Ludham with bombay doors open. Ship badly damaged but all of crew all right.

6. All other A/C returned to this base and landed by 1625 hours.

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

DECLASSIFIED  
Authority **MM0745605**  
By **KJ NARA** Date **02/17/09**

DEC 22 1943 21 18

H

THE V HRM NR 19 P  
T- THE  
FROM HRM 22/2050A  
TO THE  
INFO OIHRM  
SECRET 95 BT D-377-D

103-A 95TH B MUNSTER, GERMANY 22 DECEMBER 1943

S-1  
NONE

S-2  
MODERATE A A FIRE FROM VICINITY OF MUNSTER. IT WAS CONTINUOUS-  
FOLLOWING-UNSEEN TYPE, VERY ACCURATE FOR ALTITUDE BUT AHEAD OF THIS  
GROUP.  
MODERATE FIRE FROM AMSTERDAM, BUT 5 MILES TO RIGHT OF COURSE:  
OF DESTERRMENT BARRAGE TYPE AND ACCURATE FOR ALTITUDE ONLY.

S-3  
NO A/C OF THIS GROUP ARE MISSING.  
OTHERA/C:  
TARGET AREA 2 B-17'S FROM WING AHEAD.  
ONE A/C WAS SEEN SPINNING - 4 CHUTES REPORTED  
ONE A/C SPINNING AND ON FIRE 1 CHUTE REPORTED  
JUST AFTER TARGET 2 B-17'S FROM GROUP BEHIND.  
ONE A/C EXPLODED NO CHUTES  
ONE A/C SPINNING 4 CHUTES.  
B-17 IS TAIL END OF GROUP AHEAD LEFT FORMATION AND WAS  
JUMPED BY E/A NO CHUTES  
52 DEG 29'N 03DEG 31'E B17 IN SPI N 4 CHUTES REPORTED.

S-4  
1 A/C CRASH LANDED AT LUDHAM. SHIP BADLY DAMAGED AS IT LANDED  
WITH BOMBAY DOORS OPEN. CREW ALL OKAY.

S-5  
NOT AVAILABLE

S-6  
NONE

S-7  
BOMBXXXXX BOMBING GENERALLY BELIEVED TO BE POOR. PICTURES  
NOT YET AVAILABLE.

S-8  
NONE

S-9  
A. (9)  
B. 8  
C.  
(1) 0// 1  
(2) 0  
(3) 0  
(4) 0  
(5) 0

AS  
CC WA DESTERRMENT BARRAGE  
CC S-9 DELETE THE Q BEFORE THE 1  
JFS AR  
THE R....22/2105A MN AR

Authority NND 745605  
By KJ NARA Date 02/17/09

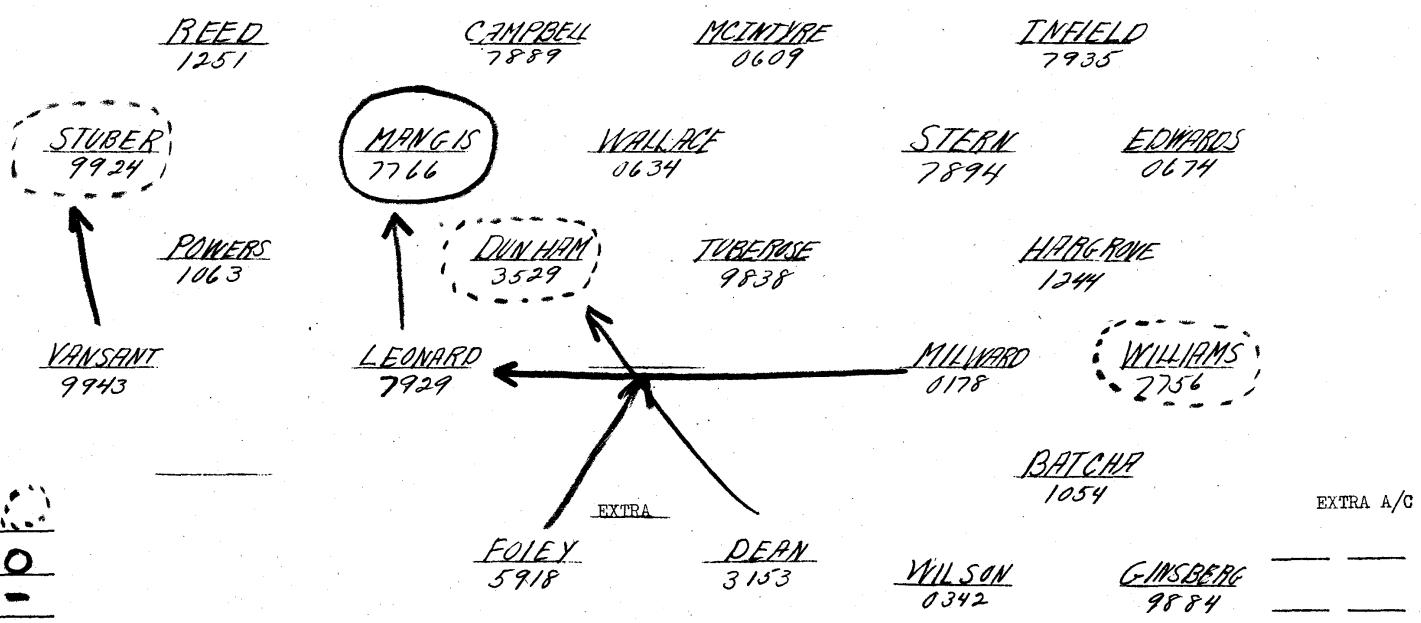
95B Nar

Authority NND745005  
By KJ NARA Date 02/17/09

FORMATION DIAGRAM  
96TH BOMB. GROUP (H)  
DATE 22 Dec 43  
TIME \_\_\_\_\_

A.T.F. \_\_\_\_\_  
C.W. \_\_\_\_\_

SCOTT  
7826



ABORTIVE 0  
MISSING 0  
CHANGES 1

EXTRA A/C

Authority NND745005  
By KJ NARA Date 02/17/09

           A.T.F.  
           C.W.  
            
            
          

FORMATION DIAGRAM : 8  
95TH BOMB. GROUP (H)  
DATE 22 Dec 43  
TIME           

CASPERS  
9793

GUNN  
0173

HOLCOMBE  
9869

BROWN  
1320

WORTHY  
0235

SEGER  
3273

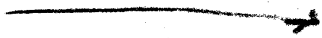
MCCALLISTER  
0226

CURRENCE  
7734

WESTMYER  
3400

ABORTIVE ○  
MISSING ○  
CHANGES -

EXTRA



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

*Lt. 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

161st Operation - 22nd December, 1943

- Mission No. 1 - Osnabruck
- Mission No. 2 - Osnabruck
- Mission No. 3 - Munster
- Mission No. 4 - Munster

Led by Pathfinders, ten Combat Wings were dispatched to attack Osnabruck and Munster, strategic junctions in the German east-west communication system. Through heavy cloud, three Combat Wings of the 1st Bombardment Division, followed by two of the 2nd Division attacked Osnabruck. Simultaneously, three Combat Wings of the 3rd and one of the 2nd Division attacked Munster. One 1st Division Combat Wing was unable to bomb Osnabruck as another formation flew beneath it over the target.

No assessment of results is possible due to continued bad visibility over the target areas.

Enemy fighter opposition was mediocre against groups attacking Osnabruck, and there was no opposition at Munster. B-17s and B-24s were escorted by P-47 P-38s and P-51s. Twenty-one bombers are missing. Crews claims are 22-8-9.

| Unit                 | Number of A/C |            |           |           |          | Claims        | Personnel Casualties |          |           |
|----------------------|---------------|------------|-----------|-----------|----------|---------------|----------------------|----------|-----------|
|                      | Dispatched    | Attacked   | Failed    |           | Lost     |               | Killed               | Wounded  | Missing   |
|                      |               |            | To Bomb+  |           |          |               |                      |          |           |
|                      |               |            | A.        | B.        |          |               |                      |          |           |
| <u>1ST BOMB DIV.</u> |               |            |           |           |          |               |                      |          |           |
| <u>MISSION NO. 1</u> |               |            |           |           |          |               |                      |          |           |
| <u>OSNABRUCK</u>     |               |            |           |           |          |               |                      |          |           |
| 91                   | 28            | 28         | 0         | 0         | 1        | 2-0-2         | 0                    | 2        | 10        |
| 92                   | 22            | 21         | 1         | 0         | 1        | 2-0-0         | 0                    | 0        | 10        |
| 303                  | 20            | 0          | 0         | 20y       | 0        | 0-0-0         | 0                    | 0        | 0         |
| 305                  | 19            | 18         | 0         | 1         | 0        | 0-0-0         | 0                    | 0        | 0         |
| 306                  | 21            | 21         | 0         | 0         | 1        | 6-1-1         | 0                    | 5        | 10        |
| 351                  | 31            | 0          | 5         | 26z       | 1        | 0-0-0         | 3                    | 0        | 2         |
| 379                  | 21            | 21         | 0         | 0         | 1        | 0-0-0         | 0                    | 0        | 10        |
| 381                  | 22            | 19         | 3         | 0         | 0        | 2-1-0         | 0                    | 1        | 0         |
| 384                  | 20            | 19         | 1         | 0         | 0        | 0-0-0         | 0                    | 0        | 0         |
| 401                  | 21            | 0          | 2         | 19x       | 0        | 0-0-0         | 0                    | 0        | 0         |
|                      | <u>225</u>    | <u>147</u> | <u>12</u> | <u>66</u> | <u>5</u> | <u>12-2-3</u> | <u>3</u>             | <u>8</u> | <u>42</u> |

2ND BOMB DIV.  
MISSION NO. 2  
OSNABRUCK

|     |            |           |           |           |           |              |          |          |            |
|-----|------------|-----------|-----------|-----------|-----------|--------------|----------|----------|------------|
| 93  | 18         | 12        | 1         | 5         | 5         | 1-0-1        | 0        | 0        | 45         |
| 389 | 26         | 22        | 4         | 0         | 1         | 2-1-1        | 0        | 1        | 10         |
| 445 | 26         | 21        | 1         | 4         | 2         | 2-1-1        | 1        | 3        | 22         |
| 446 | 25         | 20        | 3         | 2         | 2         | 1-0-0        | 0        | 0        | 20         |
| 448 | 26         | 12        | 2         | 12        | 2         | 0-1-0        | 0        | 1        | 21         |
|     | <u>121</u> | <u>87</u> | <u>11</u> | <u>23</u> | <u>12</u> | <u>6-6-3</u> | <u>1</u> | <u>5</u> | <u>118</u> |

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

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

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

| <u>Unit</u>        | <u>Number of A/C</u>                     |            |                 |          |          | <u>Claims</u> | <u>Personnel Casualties</u>     |          |           |
|--------------------|--|------------|-----------------|----------|----------|---------------|---------------------------------|----------|-----------|
|                    | <u>(Dispatched Attacked Failed Lost)</u> |            |                 |          |          |               | <u>(Killed Wounded Missing)</u> |          |           |
|                    | <u>MISSION NO. 3</u>                     |            |                 |          |          |               |                                 |          |           |
| <u>MUNSTER</u>     |  |            |                 |          |          |               |                                 |          |           |
|                    |  |            | <u>To Bomb*</u> |          |          |               |                                 |          |           |
|                    |  |            | <u>A</u>        | <u>B</u> |          |               |                                 |          |           |
| 94                 | 20                                       | 18         | 2               | 0        | 0        | 0-0-0         | 0                               | 0        | 0         |
| 95                 | 30                                       | 26         | 3               | 1        | 1        | 0-0-0         | 0                               | 0        | 10        |
| 96                 | 27                                       | 26         | 1               | 0        | 0        | 0-0-0         | 0                               | 0        | 0         |
| 100                | 30                                       | 29         | 1               | 0        | 1        | 0-0-0         | 0                               | 0        | 10        |
| 385                | 20                                       | 18         | 2               | 0        | 0        | 0-0-0         | 0                               | 0        | 0         |
| 388                | 31                                       | 29         | 1               | 1        | 1        | 0-0-0         | 0                               | 1        | 10        |
| 390A <sup>xx</sup> | 5  | 5          | 0               | 0        | 0        | 0-0-3         | 0                               | 0        | 0         |
| 390B               | 19                                       | 18         | 1               | 0        | 0        | 0-0-0         | 0                               | 0        | 0         |
|                    | <u>182</u>                               | <u>169</u> | <u>11</u>       | <u>2</u> | <u>3</u> | <u>0-0-3</u>  | <u>0</u>                        | <u>1</u> | <u>10</u> |

2ND BOMB DIV.  
MISSION NO. 4  
MUNSTER

|     |           |           |          |          |          |              |          |          |           |
|-----|-----------|-----------|----------|----------|----------|--------------|----------|----------|-----------|
| 44  | 23        | 19        | 4        | 0        | 2        | 0-0-0        | 0        | 0        | 20        |
| 392 | <u>20</u> | <u>11</u> | <u>5</u> | <u>4</u> | <u>0</u> | <u>0-0-0</u> | <u>0</u> | <u>0</u> | <u>0</u>  |
|     | <u>43</u> | <u>30</u> | <u>9</u> | <u>4</u> | <u>2</u> | <u>0-0-0</u> | <u>0</u> | <u>0</u> | <u>20</u> |

PATHFINDERS

|               |            |            |           |           |           |               |          |           |            |
|---------------|------------|------------|-----------|-----------|-----------|---------------|----------|-----------|------------|
| 482           | 8          | 6          | 1         | 1         | 0         | 4-0-0         | 0        | 0         | 0          |
| <b>TOTALS</b> | <b>579</b> | <b>439</b> | <b>44</b> | <b>96</b> | <b>22</b> | <b>22-8-9</b> | <b>4</b> | <b>14</b> | <b>210</b> |

\* Failed to Bomb - A - Mechanical and Equipment Failures.

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

x PFF Equipment failed.

y Another formation was underneath.

z 25 failed to bomb because group leader did not bomb.

xx Flew with 1st Bomb Division.

MISSION NOS. 1 and 2 - OSNABRUCK

Led by PFF, the 40th, 1st and 41st Combat Wings attacked Osnabruck between 1356 and 1405 hours, followed by the 20th and 2nd Combat Wings of 2nd Division at 1405 to 1434 hours. The 92nd Combat Wing of 1st Division was unable to bomb as another formation flew beneath it at the bomb release point. No results of the attack could be observed due to cloud, and no PRU photographs are yet available.

Fighter opposition was strong against some 2nd Division groups. Flak was described as meager to moderate. P-47s and P-38s provided escort over enemy territory. Seventeen bombers are missing on these missions. Claims are 18-8-6.

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

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



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

BOMBING RESULTS: 130 B-17s, including 2 PFF a/c, dropped 491 x 500 G.P. and 1369 x 250 I.B., and 83 B-24s dropped 950 x 500 G.P., on Osnabruck from 23,000 - 28,000 feet at 1356 - 1434 hours. Strike photographs were completely cloud obscured and no evaluation of results is possible.

19 B-17s, and 4 B-24s dropped 259 x 500 G.P. on unknown targets of opportunity with unobserved results.

REASONS FOR FAILURE TO BOMB: 114 a/c failed to bomb - 24 due to mechanical or equipment failure, 22 due to weather, 20 because of PFF equipment failure, 20 due to another formation being underneath, 25 because lead group did not bomb, 1 because of personnel failure and 2 which were lost before reaching the target.

ENCOUNTERS: Enemy opposition was generally mediocre with not over 50 e/a seen, but some strong attacks were experienced by 2nd Division groups. Most of the attacks began in the vicinity of the I.P., were most aggressive over the target, and continued for approximately ten minutes after the target. Numerous nose and tail attacks were made with e/a coming aggressively through the formation, rolling over and diving away. Some e/a would stay out of range, drawing bombers' fire, while other e/a closed in for attacks. One attack was made from 2 o'clock level with e/a going into a dive, raking the formation, then coming up in a perfect "U" under the low squadron of the low group and on up alongside of the higher elements. Some groups of the 2nd Division, which was last to fly over the target, report most intense attacks in the vicinity of Amsterdam. Most of the e/a were FW-190s and Me-109s with some Me-210s, JU-88s and DO-217s.

CASUALTIES: Personnel - 4 crew members were killed, 6 seriously wounded, 7 slightly wounded and 160 are missing.

Equipment - 5 B-17s and 12 B-24s were lost, 4 to e/a, 2 to accident and 11 to unknown causes.

Estimated Battle Damage - 17 category "A", 14 category "AC", 1 category "B" and 3 category "E".

ANTI-AIRCRAFT FIRE: At the target, fairly accurate meager to moderate AA fire was encountered. Meager and inaccurate flak was encountered at scattered points along the route.

FIGHTER ESCORT: Penetration, target and withdrawal escort was provided by 5 groups of P-47s and 1 Group of P-38s. An average of 35 single-engine and 2 twin-engine e/a were seen and though many engagements were reported, enemy pilots did not seem any too eager for combats. Reports indicate that enemy tactics were to operate at bomber level and below, keeping near the cumulus cloud layer, tops 15,000 feet, for quick cover. In many instances friendly fighters were able to break up enemy attacks while the e/a were maneuvering for favorable positions. Claims are 11-1-5. Two P-47s and 2 P-38s are missing.

ROUTE: Bases to 52°45'N - 01°18'E, to 52°45'N - 01°40'E, to 52°41'N - 04°17'E, to 52°48'N - 04°40'E, to 52°11'N - 07°21'E. (I.P.) to target, to 52°30'N - 07°45'E, to 52°37'N - 04°36'E, to 52°55'N - 01°22'E, to bases.

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

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

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

WEATHER: Route Out - 8/10 to 10/10 stratocumulus, tops 6000 to 10,000 feet to English coast with tops over Channel to 16,000 to 18,000 feet. Front evidently passed near Continental Coast with cumulus, tops 23,000 to 27,000 feet. Target: 10/10 stratocumulus, tops 15,000 to 18,000 feet. Visibility above clouds unrestricted. Light persistent contrails at flight altitude. Return Route: Same as route out except stratocumulus over Channel lowered to 10,000 to 13,000 feet breaking up to 3/10 to 5/10 over England, base 2000 feet, tops 7000 feet.

MISSION NOS. 3 and 4 - MUNSTER

The 4th, 13th and 45th Combat Wings of 3rd Division, followed by the 14th Combat Wing of 2nd Division, attacked Munster between 1353 and 1417 hours. The attack was led by 3 PFF a/c and bombing was done through heavy cloud, at altitudes of 24,000 to 28,000 feet. Flak was moderate to intense and e/a opposition was nil. Five bombers are missing.

BOMBING RESULTS: 167 B-17s, including 3 PFF, dropped 572 x 500 G.P., 1338 x 100 I.B., and 1156 x 250 I.B. and 30 B-24s dropped 336 x 500 G.P. on Munster from 24,000 - 28,000 feet at 1353 - 1417 hours. Strike attack photographs are cloud obscured and PRU cover is not available.

5 B-17s dropped 80 x 250 I.B. on Osnabruck, and 1 B-17 dropped 6 x 500 G.P. on Rheine, with unobserved results.

REASONS FOR FAILURE TO BOMB: 26 a/c failed to bomb, 20 due to mechanical or equipment failure, 5 because of weather and 1 which was lost before reaching the target.

ENCOUNTERS: No attacks were made on any of the 4 Combat Wings over Munster only 20 e/a being sighted. E/a seen were mostly FW-190s, Me-109s and a few twin-engine e/a.

CASUALTIES: Personnel - 1 crew member was slightly wounded and 50 are missing. Equipment - 3 B-17s and 2 B-24s were lost, all to unknown cause. Estimated Battle Damage - 25 category "A", 16 category "AG" and 1 category "B".

ANTI-AIRCRAFT FIRE: Moderate to intense accurate continuously pointed flak encountered in the target area. One group reported accurate unseen continuously pointed AA fire from Twente A/D.

FIGHTER ESCORT: Penetration, target and withdrawal support was provided by 4 groups of P-47s and 1 group of P-51s. Very few e/a were seen, 5 Me-109s being the largest number reported by any group. E/a made half-hearted attacks on a few scattered boxes of bombers but ran when challenged by the escort. Claims are 4-0-1. No friendly fighters are missing.

ROUTE: Bases to 52°03'N - 03°42'E, to 52°00'N - 03°45'E, to 52°32'N - 04°35'E, to I.P. to target to 52°36'N - 04°36'E, to 52°12'N - 01°38'E, to bases.

WEATHER: Route Out - Broken stratocumulus over the bases increased to 10/10 cumulus and stratocumulus at the English Coast. The low clouds continued

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

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

overcast to the target with tops over the North Sea, 10,000 to 15,000 feet. Over the Zuider Zee, the tops lowered to 10,000 feet. Target: 8/10 to 10/10 stratocumulus and swelling cumulus with tops to 12,000 feet, 2/10 to 4/10 cirrus at 25,000 feet. Return Route: Same as route out.

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O B S E R V A T I O N S

Flak barges seen along the coast at 52°30'N - 04°32'E.