

*Hoffman*

*S. 2. 95th Group - JAW  
3rd Div. JAW*

British SECRET equals U.S. SECRET  
29th February 1944

IMMEDIATE INTERPRETATION REPORT NO. K.S. 620

LOCALITY: MAISONCELLE  
(Special Military Construction)

PERIOD UNDER REVIEW

This report deals with clearance, repairs and reconstruction of this target between the attack on 24th December 1943 and 1400 hours on 14th February 1944. No satisfactory subsequent cover is available.

PROVISIONAL STATEMENT ON REPAIR OF PREVIOUS DAMAGE

Site roads cleared and craters have been filled in to allow full use of tracks. The wreckage of the partly-built Ski 3 has been almost entirely cleared away. P. has been repaired and its construction has progressed considerably. The damaged corner of Q appears to have been repaired. The T-shaped cistern has been completed and covered over, while Ski 1 has reached an advanced stage of construction. The pyramidal hole is filled with water. (1045, 1046)

This target is now Category 'B'

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

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PHOTOGRAPHS TAKEN BY: 140 Squadron

SORTIE: RB/185

MEAN TIME AND DATE OF PHOTOGRAPHY: 1400 hrs. 14th February 1944.

SCALE: 1/16,400 (F.L. 20")

COVER AND QUALITY: The target is covered on photographs of good quality.

LAST REPORT: K.S. 234 dated 5th January 1944

PRINT DISTRIBUTED: None.

SECRET  
R.A.F. STATION,  
MEDMENHAM  
RFS/MJS/C

DISTRIBUTION NO. 79

E: 127  
I: 16  
143

Authority NN0745605  
By KJ NARA Date 02/17/69

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 24 Dec 1943

TARGET \_\_\_\_\_

1. 13 B C.W. 95 B GROUP POSITION Low GP LEADER Col. McKnight 1329-H-334  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 1105 T.O. 1st A/C 1120 BASE 1145 ETR 1547
3. SQUADRON 334 NO. OF A/C 8 CALL SIGNS: W/T N O D

	H	L	C	N	D	O	P	K					
A/C	: 1329:	7894:	0353:	9924:	0120:	1244:	1251:	9943:	:	:	:	:	:
A.T.O.	: 1120:	1120:	1121:	1121:	1122:	1122:	1127:	1127:	:	:	:	:	:
A.T.R.	: 1704:	1704:	1707:	1709:	1714:	1710:	1648:	1635:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 9 CALL SIGNS: W/T K G K

	N	R	L	T	Z	S	Q	P	Y				
A/C	: 0609:	6098:	7889:	1063:	9838:	0178:	7756:	6080:	7929:	:	:	:	:
A.T.O.	: 1123:	1124:	1125:	1125:	1256:	1126:	1129:	1129:	1130:	:	:	:	:
A.T.R.	: 1632:	1630:	1634:	1623:	1649:	1620:	1651:	1628:	1623:	:	:	:	:

SQUADRON 336 NO. OF A/C \_\_\_\_\_ CALL SIGNS: W/T W D M

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

SQUADRON 412 NO. OF A/C 1 CALL SIGNS: W/T M H

	T												
A/C	: 7882:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O.	: 1128:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R.	: 1629:	:	:	:	:	:	:	:	:	:	:	:	:

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

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

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-24-43

TARGET \_\_\_\_\_

1. 13 B C.W. 95 A GROUP POSITION LEAD GP LEADER MAJ MUMFORD 7857-336-P  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 1135 T.O. 1st A/C 1150 BASE 1215 ETR 1547
3. SQUADRON 334 NO. OF A/C \_\_\_\_\_ CALL SIGNS: W/T N O D

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

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

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

SQUADRON 336 NO. OF A/C 12 CALL SIGNS: W/T W D M

	<u>P</u>	<u>E</u>	<u>B</u>	<u>N</u>	<u>F</u>	<u>C</u>	<u>K</u>	<u>O</u>	<u>D</u>	<u>M</u>	<u>G</u>	<u>L</u>	
A/C	:7857	:1206	:3462	:9884	:3529	:0674	:7935	:9883	:3400	:0244	:7734	:0226	:
A.T.O.	:1148	:1149	:1150	:1153	:1154	:1159	:1155	:1156	:1156	:1157	:1157	:1158	:
A.T.R.	:1616	:1616	:1648	:1628	:1622	:1611	:1654	:1637	:1650	:1653	:1645	:1655	:

SQUADRON 412 NO. OF A/C 6 CALL SIGNS: W/T M K J

	<u>Q</u>	<u>X</u>	<u>L</u>	<u>U</u>	<u>X</u>	<u>R</u>							
A/C	:1054	:9793	:0173	:0235	:0233	:9869	:	:	:	:	:	:	:
A.T.O.	:1149	:1150	:1151	:1152	:1152	:1153	:	:	:	:	:	:	:
A.T.R.	:1622	:1652	:1659	:1613	:1610	:1612	:	:	:	:	:	:	:

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

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

95 ~~A~~ INFORMATION  
B

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

LEAD

RENO

13/29

GEIB

03/53

\*STERN

78/4

LOW

REED

12/51

BRINK

99/24

HIGH

\*SCOTT

06/09

KELLY

78/82

\*EDWARDS

99/43

\*Van's ANT.

STUBER

12/44

HUIE

01/20

CAMPBELL

78/89

M'INTYRE

60/98

WALLACE

77/56

\*POWERS

10/63

\*MOWERS

79/29

DUNHAM

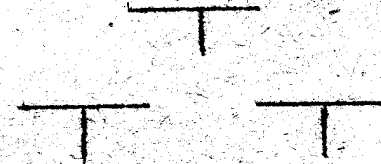
60/80

MILWARD

01/78

\*TUBEROSE

98/38



BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 RISK \_\_\_\_\_  
 TAGS/OPP \_\_\_\_\_  
 REMARKS \_\_\_\_\_

EXTRA SHIPS

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

DECLASSIFIED

Authority **NND745005**

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

95 "A" FORMATION  
A

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

LEAD

CASPERS

78/57

\*CALLOWAY  
10/54

WOODCOCK  
12/05

HIGH

LOW

HEARN

79/35

BROWN

97/93

MILLER

02/35

HANSEN

34/00

FOLEY

98/83

HIATT

34/62

\*HOLCOMBE

01/73

WORTHY

98/84

\*HUBBS

02/33

\*JEFFERS

02/44

\*BATCHA

98/69

\*M<sup>o</sup>CALLISTER

02/26

\*CURRENCE

77/34

DEAN

06/74

KROGER

35/29

ENDING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_

EXTRA SHIPS

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

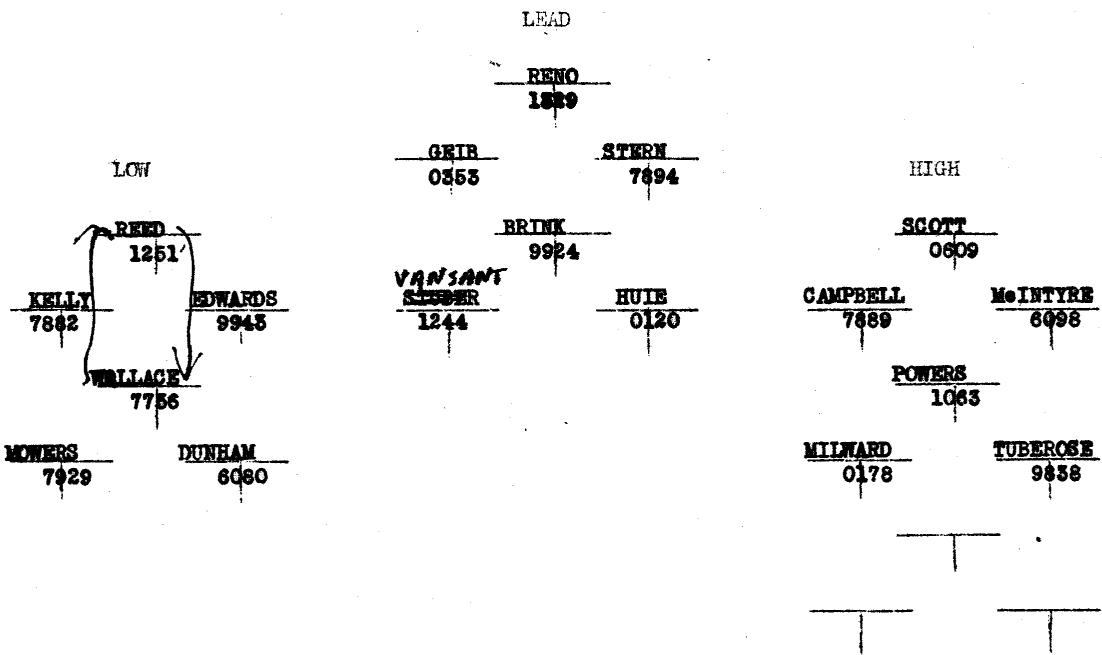
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 Authority NND745605  
 By KJ NARA Date 02/17/09

95 ~~th~~ Formation  
 B

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

GROUP FORMATION FORM

DATE 24 December 1943



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

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

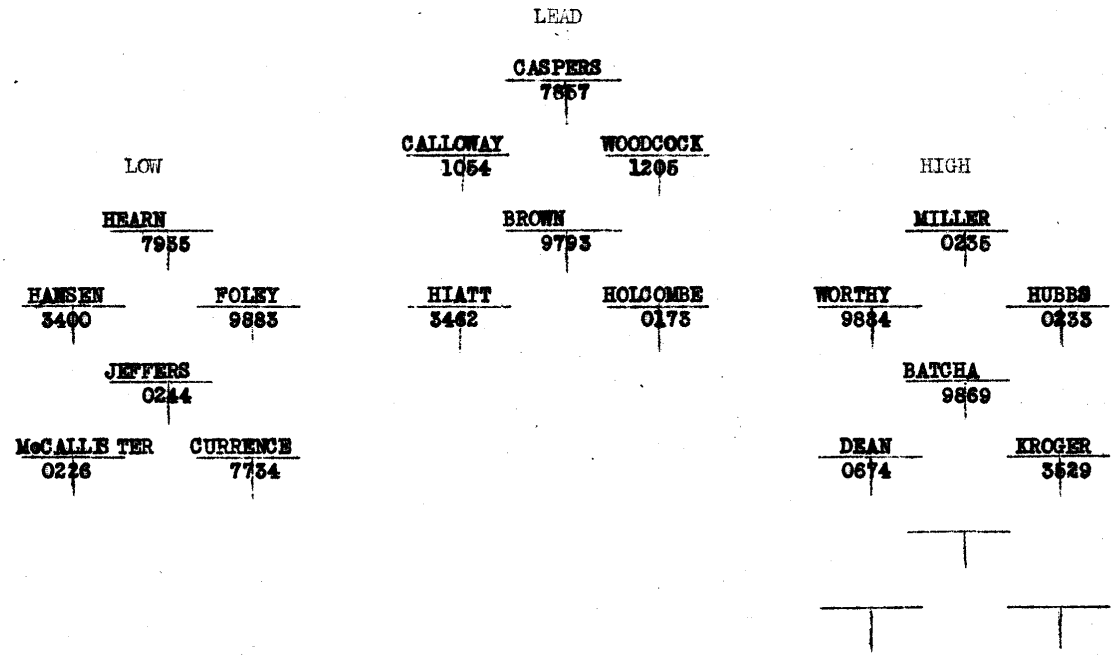
Authority NND745005  
 By KJ NARA Date 02/17/09

95 ~~th~~ Formation  
 A

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

GROUP FORMATION FORM

DATE 24 December 1943



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

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

Authority NND745605

By KJ NARA Date 02/17/09

FORMATION DIAGRAM

WH BOMB. GROUP (H)

DATE 24 DEC 43

TIME 1120

A.T.F.

C.W.

RENO (McKNIGHT)  
1329

REED  
1251

GELB  
0353

STERN  
7894

SCOTT  
0609

KELLY  
7882

EDWARDS  
9943

BRINK  
9924

CAMPBELL  
7889

McINTYRE  
6098

WALLACE  
7756

VANSANT  
1244

HULIE  
0820

POWERS  
1063

MOWERS  
7929

DUNHAM  
6080

MILWARD  
0178

TUBERSE  
9838

ABORTIVE 0

MISSING 0

EXTRA

EXTRA A/C



Authority NND745005  
By KJ NARA Date 02/17/09

75 A # 82A

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 24-12-43

TIME \_\_\_\_\_

\_\_\_\_\_ A.T.F.

\_\_\_\_\_ C.W.

CASPERS (MUMFORD)  
7857

HEARN  
7935

CALLOWAY  
1054

WOODCOCK  
1205

MILLER  
0235

HANSEN  
3400

FOLEY  
9883

BROWN  
9793

WORTHY  
9884

HUBBS  
0233

TREFFERS  
0244

HIATT  
3462

HOLCOMBE  
0173

BATCHA  
9869

McALLISTER  
0226

CURRENCE  
7734

DEAN  
0674

KROGER  
3529

ABORTIVE \_\_\_\_\_

EXTRA \_\_\_\_\_

EXTRA A/C \_\_\_\_\_

MISSING \_\_\_\_\_

CHANGES \_\_\_\_\_

95 &amp; Group

DECLASSIFIED

Authority NN0745005By KJ NARA Date 02/17/09STATION 119FORM 3DATE 24, Dec, 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	P	7857	Caspers	✓		1148		1616	
336	E	1205	Woodcock	✓		1149		1616	
412	Q	1054	Calloway	✓		1149		1622	
412	Y	9793	Brown	✓		1150		1652	
412	L	0173	Holcombe	✓		1151		1659	
336	B	3462	Hiatt	✓		1150		1648	
412	U	0235	Miller	✓		1152		1613	
412	X	0235	Rubba	✓		1152		1610	
332	N	9884	Worthy	✓		1153		1628	
412	R	9869	Batcha	✓		1153		1612	
336	F	5529	Eroger	✓		1154		1622	
336	C	0674	Dequ	✓		1159		1611	
336	K	7935	Hearn	✓		1155		1654	
336	O	9885	Foley	✓		1156		1637	
336	D	5400	Hansen	✓		1156		1650	
336	M	0244	Jeffers	✓		1157		1653	
336	G	7754	Curren	✓		1157		1646	
336	L	0226	McCallister	✓		1158		1655	

95 B Group.

Authority **NNO745005**  
 By **KJ** NARA Date **02/17/09**

F O R M 3

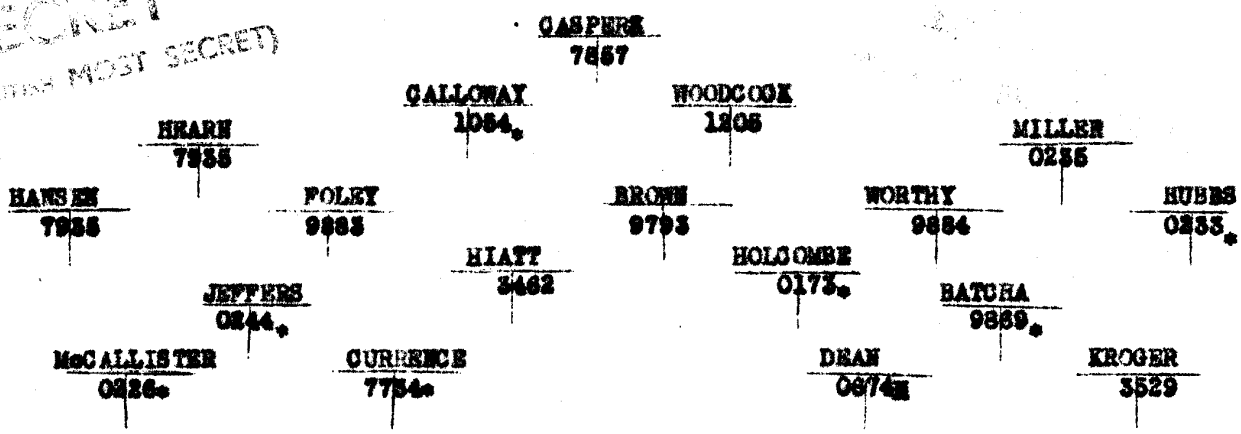
STATION 119

DATE 24 Dec 1945

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	H	1329	Rene	✓		1120		1704	
334	L	7894	Stern	✓		1120	+	1704	+
334	G	0355	Geib			1121		1707	
334	W	9924	Brink	✓		1121	+	1709	+
334	D	0120	Huis			1122		1714	
334	O	1244	Vansant	✓		1122	+	1710	+
335	W	0809	Saett			1123	+	1632	
335	R	6098	McIntyre			1124	+	1630	
335	L	7869	Campbell	✓		1125		1634	+
335	T	1063	Powers	✓		1125	✓	1623	
335	Z	9838	Tuberose	✓		1256		1649	
335	S	0178	Milward			1126	+	1620	
334	P	1251	Reed	✓		1127		1648	+
334	K	9943	Edwards	✓		1127	+	1635	+
412	T	7862	Kelly	✓		1128		1629	
335	Q	7756	Wallace	✓		1129		1661	
335	P	6080	Dunham			1129		1629	
335	Y	7929	Mowers	✓		1130		1623	+

a  
"B" GROUP

**SECRET**  
DUPLICATE BEING MOST SECRET



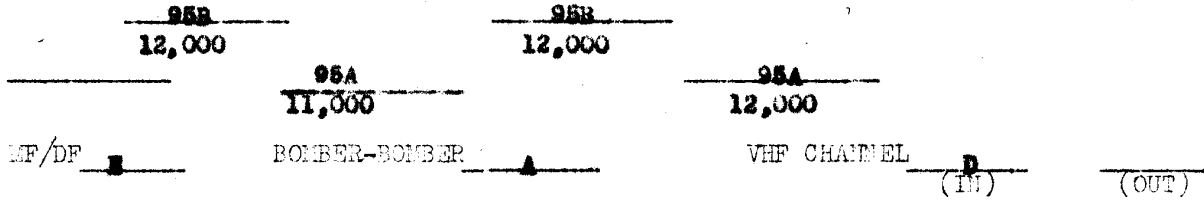
READINESS 1030  
 STATIONS 1130  
 TAXI 1145  
 TAKE OFF 1200  
 RENDEZVOUS 1225

EXTRA SHIPS  
 334  
 335  
 336  
 412

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES  
 CLIMB 150 mph @ 250  
 CRUISE 165 mph  
 DESCENT 170 mph @ 500



VHF CALL SIGNS:  
 BOMBERS GOLDSMITH  
 FIGHTERS DENVER  
 GROUND PACKLINE  
 (IN)

VHF/DF STATIONS: U/S  
 FRANKINGHAM:  
 BURY ST. EDMUNDS: CHARLES B (BAKER)  
 on Channel B

R/T COLLECTIVE CALL SIGNS: R/T  
 3rd B.D. STAMPONT  
 13th C.W. ZOOTSWIT  
 95th B.G. RED  
 100th B.G. PINK  
 390th B.G.

AUTHENTICATOR: "ROBIN HOOD"

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

FLARES:  
 13th C.W. GG 13B - G  
 95th B.G. RG 25B - G  
 100th B.G. GG  
 390th B.G. YG 320B - R

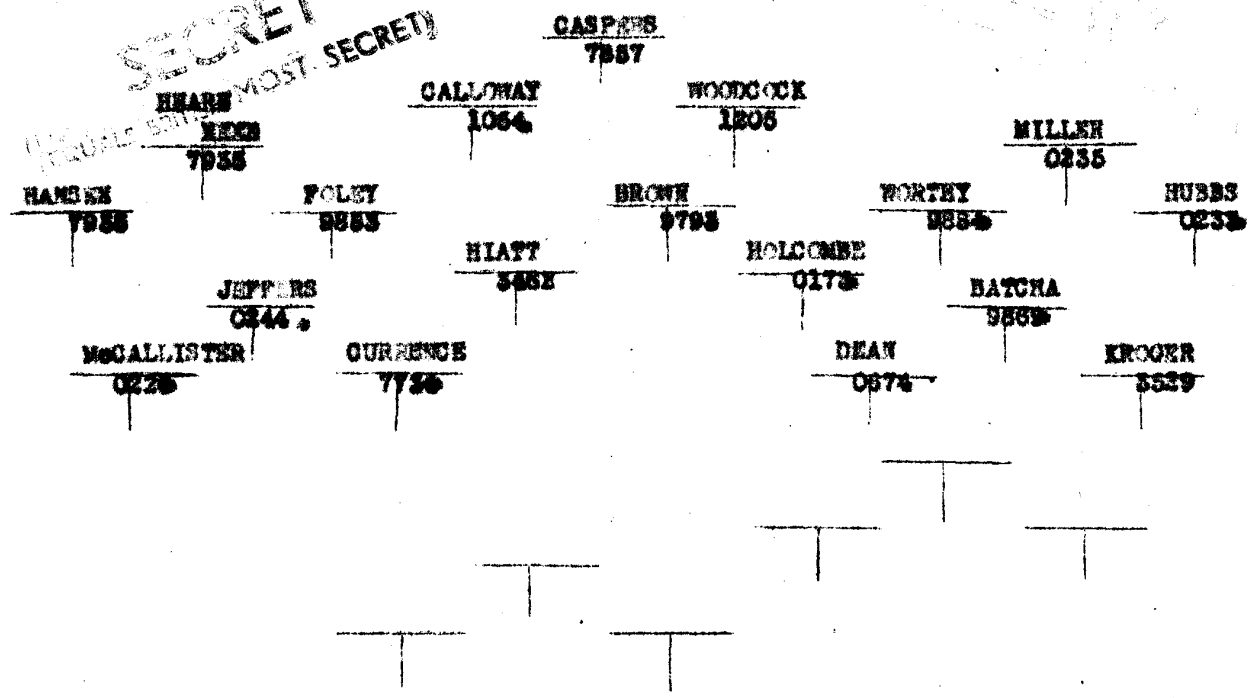
COLORS OF THE DAY:  
0700-1800 Y-YR N-Nan D-Dog  
1800-1900 RY S-Sugar P-Peter  
 PERIOD CAMBRIDGE CHALLENGE REPLY

13th C.W. COLLECTIVE ALDIS  
 35th B.G. RED "B"  
 100th B.G. RED "B"  
 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 NND745005  
 By KJ NARA Date 02/17/09

**SECRET**  
 (PEOPLE SAY) MOST SECRET



READINESS 1030  
 STATIONS 1130  
 TAXI 1145  
 TAKE OFF 1200  
 RENDEZVOUS 1225

EXTRA SHIPS  
334  
335  
336  
412

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES  
 CLIMB 150 mph @ 250 ft  
 CRUISE 135 mph  
 DESCENT 170 mph @ 500

95B  
12,000  
95A  
11,000  
95B  
12,000  
95A  
12,000

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

VHF CALL SIGNS:  
 BOMBERS GOLDSMITH  
 FIGHTERS DENVER  
 GROUND TACKLE  
 (IN)

VHF/DF STATIONS: B/A  
 FRAMLINGHAM:  
 BURY ST. EDMUNDS; CHAIRLEG 2 (BAKER)  
 on Channel 2

R/T COLLECTIVE CALL SIGNS:  
 3rd B.D. STARKOUT  
 13th C.W. 2-THREAT  
 95th B.G. RED  
 100th B.G. PINK  
 390th B.G.

R/T AUTHENTICATORS: "R RIN H D"

95th GROUP R/T CALL SIGNS  
 LEAD SQUADRON Z-OUTSUIT RED ONE  
 HIGH SQUADRON " TWO  
 LOW SQUADRON " THREE  
 LEAD " PINK ONE  
 HIGH " TWO  
 LOW " THREE

FLARES:  
 13th C.W. OG 13B - G  
 95th B.G. RG 58B - G  
 100th B.G. OG  
 390th B.G. YG 390B - R

COLORS OF THE DAY:  
 0700-1800 Y-YR H-Sun D-Deg  
 1800-1900 NY S-Sugar P-Peter  
 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 NND745805  
 By KJ NARA Date 02/17/69

Authority NND745005  
 By KJ NARA Date 02/17/09

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

SQUADRON 336th

DATE 24 December 1943.

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
		HEARN	TAYLOR	HILL	REEVES	KLEIN	BELEW	ROUSE	SANERS	HIGGINBOTHAM	CHAVEZ
		FOLEY	KEITH	SHAUGHNESSY	WAYMAN	CARTER	BOTHMAN	CADLE	HOBBS	KING	GIESLER
		HANSEN	BUSIEK	MCTAVISH	EDGAR	FISCHER	HAYES	FORMAN	HEBERT	NELSON	KATONA
		JEFFERS	THAYER	BLAGG	DEMARO	BECK	LAFRENIERE	BACA	ADLER	BRISCOE	HEIMAN
		CURRENCE	HANKINS	EDWARDS	WERNER	WOZNICKI	RABINOWITZ	DAVIS	LANDY	CAMPBELL	KELLEHER
		MCCALLISTER	KELSEY	SANDS	DEMARTINO	KIMECEK	SANDIN	ELINGOLD	JONES	WEITRAZAKOWSKI	RAPP
		SMITH	BOOHER	FRINGOLD	TARKINGTON	MCEVOY	MORRISON	ESHIUS	MORROW	ADAMS	ONESI
		KROEGER	FITCHKO	CHARLES	DOMINICK	GREEN	SCHWARTZ	BORDONARO	HICKS	KAITZ	BATTISTINI
		DEAN	CRAIG	MATEICH	WOLFE	ALYAREZ	THOMPSON	ARENSON	FEDDY	COOK	PICKUP
		WESTMEYER	TERRY	JOHNSON	RODNICKY	HART	JETT	GRAMONG	HELLWEIL	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									
		HAMBY									
		SMITH									
		CAVALIER									

EXTRA SHIPS

Authority NND745005  
 By KJ NARA Date 02/17/09

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

SQUADRON 335th

DATE 24 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		SCOTT	BRADY	GILL	HAWK	COOPER	ANDERSON	GANSTER	THORNHILL	WALKER	RIDDLE
G-20	0609	MCINTYRE	BALMAN	PAINÉ	SCHIERBURG	NEAL	ROBERSON	SLIWKA	CHAMBERS	RISSI	DOHERTY, J.L.
G-21	7889	CAMPBELL	BAUMGARTNER	ABRAMSON	WILSON	PRATHER	SCHMIEDER	JANECZKO	KEEFE	KNAG	KEIPER
G-27		POWERS	MCLEOD	FOX	LEVINE	FELIX	KNIPPER	KENNEDY	ALLARD	DOHERTY, J.W.	O'KEEFE
G-25	9838	TUBEROSE	KUPKA	STEELE	WHITMAN	CALANDROS	BENTZEL	DILLOW	DZEDZY	MANNIE	MILLER
G-26		MILWARD	FARRIS	MILTON	SCROGGINS	WINSTEAD	SPEARS	MCCOMBER	KOLARIK	CARFAGNA	CROKER
G-27		WALLACE	KEENE	TRUE	WILKINSON	HARRIS	GARVEY	WIENBROER	MUSE	ECKSTEIN	GALLAGHER
G-29	6098	DUNHAM	RENNER	MATTHEWS	LUND	THOMPSON	ANDERSON	PIFER	BITTNER	BARSTOW	KUREK
G-35	7756	MOWERS	RODERICK	O'BOYLE	DECHAMBRE	GRIFFIN	GEBERT	CREECH	WARREN	TOROK	BALAS
						CAPASSO				HENRY	WRIGHT

PRACTICE MISSION

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
G-27		WALLACE									
G-24		FORD									
G-29	6098	DUNHAM									
G-35	7756	MOWERS									
G-22		GINSBERG		VACEK							
G-34		COSTALES									

PRACTICE BOMB - LT. SCOTT - #7826





Authority **NND745005**  
 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 **24 December 1943.**

CREW	SHIP	PILOT	CO-PILOT	NAV	BOMB	RAD. O	ENG'R	B.T.G.	TAIL G.	L.W.G.	R.W.G.
	<b>9793</b>	<b>CASPERS</b>	<b>ALDRICH</b>	<b>CLOWES</b>	<b>JENSEN</b>	<b>TROTTA</b>	<b>BURNS</b>	<b>KIRKALDIE</b>	<b>ABBE</b>	<b>GRIFFIN</b>	<b>SAUNDERS</b>
		<b>WOODCOCK</b>	<b>BIESECKER</b>	<b>COOPER</b>	<b>SCHWARTZ</b>	<b>MOSLEY</b>	<b>HARPER</b>	<b>LINTELMAN</b>	<b>MOUDRY</b>	<b>HOLLIS</b>	<b>SHAWER</b>
		<b>CALLOWAY</b>	<b>MCGUIGAN</b>	<b>WATTERS</b>	<b>BARRON</b>	<b>HARRIS</b>	<b>BLANCHARD</b>	<b>MCCLELLAN</b>	<b>FLOWERS</b>	<b>GRIFFIN</b>	<b>STORY</b>
	<b>9869</b>	<b>BROWN</b>	<b>DIPPERY</b>	<b>DURR</b>	<b>FLAGLER</b>	<b>ATTEBURY</b>	<b>SMITH</b>	<b>NUTTER</b>	<b>ADDISON</b>	<b>CRADDOCK</b>	<b>RANEY</b>
		<b>HOLCOMBE</b>	<b>BABER</b>	<b>SPIERLING</b>	<b>BARRETT</b>	<b>MARTIN</b>	<b>KENNEDY</b>	<b>RAEMER</b>	<b>BLAKE</b>	<b>BOOTH</b>	<b>LONG</b>
		<b>HIATT</b>	<b>WYNNE</b>	<b>EVERTSEN</b>	<b>DOPP</b>	<b>VICIDOMINO</b>	<b>KARPINSKI</b>	<b>VOITEK</b>	<b>SWENSON</b>	<b>KLEIN</b>	<b>KVAMMEN</b>
		<b>MILLER</b>	<b>PATRICK</b>	<b>SPITZ</b>	<b>BOWEN</b>	<b>MURPHY</b>	<b>THORPE</b>	<b>CASTONA</b>	<b>FULLER</b>	<b>O'SULLIVAN</b>	<b>PETTER</b>
		<b>HUBBS</b>	<b>EVANS</b>	<b>STACHNIK</b>	<b>STAATS</b>	<b>LIPUMA</b>	<b>KOSLOSKI</b>	<b>RAGAN</b>	<b>HARRINGTON</b>	<b>MORRON</b>	<b>HARTNEY</b>
	<b>C235</b>	<b>WORTHY</b>	<b>MCLANE</b>	<b>GAYNER</b>	<b>SPANGLER</b>	<b>RUPRIGHT</b>	<b>PARRY</b>	<b>RUIZ</b>	<b>ROYALL</b>	<b>MCHALE</b>	<b>MOYE</b>
	<b>1054</b>	<b>BATCHA</b>	<b>SHARP</b>	<b>GOFF</b>	<b>BLUM</b>	<b>KILLEN</b>	<b>RYAN</b>	<b>JACOBY</b>	<b>GARDNER</b>	<b>FORST</b>	<b>HUTCHERSON</b>
		<b>NEWSON</b>	<b>MARCHESE</b>	<b>GARRETT</b>	<b>BRADY</b>	<b>HENDERSON</b>	<b>ENGELL</b>	<b>FOUST</b>	<b>LESLIE</b>	<b>DALY</b>	<b>BRINSON</b>

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.
	<b>9793</b>	<b>ROGERS</b>									
		<b>NEWSON</b>									
	<b>7882</b>	<b>BROWN</b>									
		<b>MCGUIGAN</b>									
		<b>READ</b>									
	<b>1320</b>	<b>MILLER</b>									
	<b>9793</b>	<b>CASPERS</b>									

EXTRA SHIPS

USLIST SB-SC V OITHE NR 2 0-P

FROM OITHE 261510A  
TO USLIST SB-SC.

SECRET. 3 B.D. D-113-D.

FOLLOWING SUMMARIES ASSESSMENTS OF RESULTS OF OUR  
ATTACKS ON NOBALL TARGETS 24 DECEMBER 1943 RECEIVED FROM  
C.I.U. THESE ASSESSMENTS BASED ON STRIKE PHOTOS OR P.R.U.  
IMMEDIATELY AFTER ATTACK AS INDICATED. ASSESSMENT FROM STRIKE  
PHOTOS THIS HEADQUARTERS GIVEN WHERE NO C.I.U. INFORMATION.

THIRD DIVISION

1-----

X1/A/19

----- STRIKE PHOTOS SHOW - CONCENTRATED GROUPS IN TARGET AREA.  
ONE OR MORE DIRECT HITS ON IMPORTANT  
ELEMENTS.

X1/A/21A

----- P.R.U. SHOWS - THE EAST END OF SKI NUMBER 3 HAS RECEIVED  
1 DIRECT HIT AND 1 NEAR MISS. SMALL RECT-  
ANGULAR BUILDING IS SEVERELY DAMAGED. 2 OR  
MORE HITS HAVE CAUSED DAMAGE TO THE CON-  
CRETE PLATFORM AREA. CRATERS ARE SEEN NEAR  
S SIDE AND E END OF SKI NUMBER 2. THERE  
ARE 4 OR MORE DIRECT HITS ON MAIN ROAD  
WITHIN AREA. SEVERAL FARM BUILDINGS HAVE  
BEEN AFFECTED. ALL CRATERS APPEAR TO BE  
WITHIN THE TARGET AREA. THE POOR QUALITY  
OF THE PHOTOGRAPHS PREVENTS FURTHER STATE-  
MENT.

X1/A/32

----- STRIKE PHOTOS SHOW - AT LEAST 24 BURSTS IN THE TARGET AREA  
WITH 1 DIRECT HIT ON LARGE RECTANGULAR  
BUILDING.

X1/A/40

----- P.R.U. SHOWS - PHOTOS TOO POOR IN QUALITY AND SHADOWS ARE  
TOO LONG, TO MAKE ANY DEFINITE STATEMENT  
AS TO THE WOODED PART OF THE TARGET AREA,  
BUT ABOUT 40 FRESH CRATERS ARE ON BOTH  
SIDES OF THE TARGET AREA, INCLUDING ONE  
DIRECT HIT ON A PIPE/CABLE TRENCH AND THERE  
IS PROBABLY DAMAGE TO CURVED WALL IMMEDIATE-  
ADJOINING THE PLATFORM.

X1/A/50

----- STRIKE PHOTOS SHOW - CONCENTRATED BURSTS ACROSS SKI  
NUMBER THREE WITH PROBABLY DIRECT HITS  
STOP HITS NEAR RECTANGULAR BUILDINGS.

X1/A/55

----- P.R.U. SHOWS - A HEAVY CONCENTRATION OF HITS WERE SCORED  
IN TARGET AREA. THE CENTRE OF THE WEST  
SKI HAS BEEN SEVERELY DAMAGED. THE SQUARE

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

AS TO THE WOODED PART OF THE TARGET AREA, BUT ABOUT 40 FRESH CRATERS ARE ON BOTH SIDES OF THE TARGET AREA, INCLUDING ONE DIRECT HIT ON A PIPE/CABLE TRENCH AND THERE IS PROBABLY DAMAGE TO CURVED WALL IMMEDIATE-ADJOINING THE PLATFORM.

X1/A/50

----- STRIKE PHOTOS SHOW - CONCENTRATED BURSTS ACROSS SKI NUMBER THREE WITH PROBABLY DIRECT HITS STOP HITS NEAR RECTANGULAR BUILDINGS.

X1/A/55

----- P.R.U. SHOWS - A HEAVY CONCENTRATION OF HITS WERE SCORED IN TARGET AREA. THE CENTRE OF THE WEST SKI HAS BEEN SEVERELY DAMAGED, THE SQUARE BUILDING HAS RECEIVED TWO NEAR HITS CAUSING POSSIBLE BLAST DAMAGE, THE PLATFORM SITE AND CONCRETE PATHS LEADING TO IT FROM SQUARE BUILDING AND FROM PYRAMIDAL EXCAVATION HAVE RECEIVED SEVERAL DIRECT HITS.

X1/A/71

----- STRIKE PHOTOS SHOW - BURSTS ACROSS SOUTHERN TIP OF TARGET. BLANKETING SKIS NUMBER ONE AND TWO WITH PROBABLE DIRECT HITS.

X1/A/80

----- STRIKE PHOTOS SHOW - HEAVY CONCENTRATION IN N PART TARGET AREA. TWO RECTANGULAR BUILDINGS AND SQUARE BUILDINGS RECEIVED DIRECT HITS. NO BOMBS NEAR OTHER IMPORTANT ELEMENTS.

X1/A/82A

----- P.R.U. SHOWS - AT LEAST 30 CRATERS IN WOODED PART OF TARGET AREA. PROBABLE DAMAGE CAUSED TO RECTANGULAR BUILDING BY NEAR MISS. 2 DIRECT HITS ON ROAD NEAR WOODED AREA. 85 OR MORE CRATERS VISIBLE S.W. OF TARGET.

Authority NN0745005  
By KJ NARA Date 02/17/09

GENERAL SUMMARY OF RESULTS  
-----

- A. THE FOLLOWING TARGETS HAVE HAD CONCENTRATED GROUPS OF BURSTS WITHIN THE TARGET AREAS WITH ONE OR MORE DIRECT HITS ON IMPORTANT ELEMENTS OF THE TARGET:

X1/A/51	X1/A/55
X1/A/22	X1/A/58
X1/A/19	X1/A/80
X1/A/21A	X1/A/82A
X1/A/50	X1/A/83

- B. BURSTS WITHIN THE TARGET AREA WITH HITS NEAR IMPORTANT ELEMENTS ARE SEEN ON THE FOLLOWING:

X1/A/70	X1/A/76
X1/A/79	X1/A/32
X1/A/94	X1/A/71
X1/A/24	

- C. FEW OR NO BURSTS IN THE TARGET AREA WITH NO SIGNIFICANT HITS ARE SEEN ON THE FOLLOWING:

X1/A/15A	X1/A/40
X1/A/37B	X1/A/20
X1/A/68	X1/A/85

- D. X1/A/75 WAS NOT ATTACKED - THE GROUP ASSIGNED ATTACKING X1/A/79.

AS  
X1/A/71 CC WORD PHOTOS  
WCP AR K

TAS R 26/1604A DMD AR

3057

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

25 December 1943

SUBJECT: Report of Operations Officer...Mission of 24 December 1943..  
Enemy Installations #B24.

TO : Commanding Officer, 95th Bomb Group, A. P. O. 634.

1. The 95th "A" Group formation took off at 1148-1159. By 1210 the 95th "A" Group had assembled over its base at 2,000' and started its climb to Combat Wing Assembly altitude. The 95th "B" Group formation attached itself in formation with the 95th "A" Group formation over its base flying as high Group. 95th "A" Group entered Buncher #8 at 12,000' from the east enroute to Splasher #6. The two 95th Groups were to form the second Combat Wing of the 13th Combat Wing, and took interval between Buncher #8 and Splasher #6 to fall in behind the first Combat Wing of the 13th Combat Wing. Briefed course was held to Splasher #7 and thence to Splasher #8 with 95th "A" Group echeloning to right of lead Combat Wing of the 13th to stay out of prop wash. At Splasher #8 the first combat Wing of the 13th Combat Wing turned north of briefed course and did not turn on point of departure (Dungeness). An attempt was made to contact the leader of the first combat wing to correct his course. No contact could be made so 95th "A" Group assumed new heading to 50°22'-01°10'E. This new course was assumed and the leading Combat Wing could be seen to turn south and depart the English Coast.

2. At 50°22'-01°10'E Squadron peel-off was effected and bombing run started. Evasive action was taken crossing the coast and target was identified soon thereafter so that a two minute bombing run was possible. No collision course was encountered at the target, with the bombing run being made on a Mag-heading of 75°. All Squadrons of the 95th "A" Group dropped bombs on the first run with good results. No flak encountered over the target.

3. Group formation was effected again after dropping bombs and 95th "A" Group returned in good formation. The route out was flak-free with exception of one burst at the coast on departure. The route out was slightly north of course with the turning point in mid-channel being made good and descent started at that time.

4. Beachy Head was crossed at 5000'. The 95th "A" Group returned to their base and landed 1610-1659. There were no abortions and no injury to personnel or equipment due to enemy action. Eighteen aircraft departed this base and returned in formation.

Authority NND745005  
By KJ NARA Date 02/17/09

**Report of Operations Officer.. Mission of 24 Dec 1943 .**

**Sheet 2.**

**8. Fighter cover over the target area was excellent.**

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

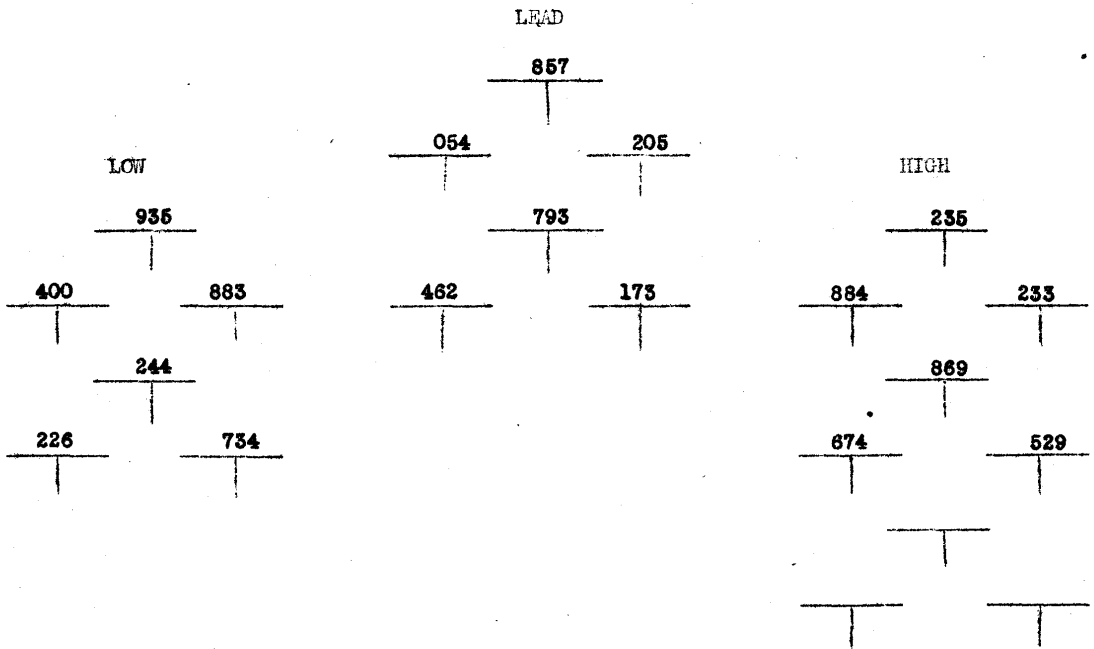
Authority NND745605  
 By KJ NARA Date 02/17/09

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

95 A GROUP  
 DIAGRAM "A"

GROUP FORMATION FORM

DATE 24 December 1943



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

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

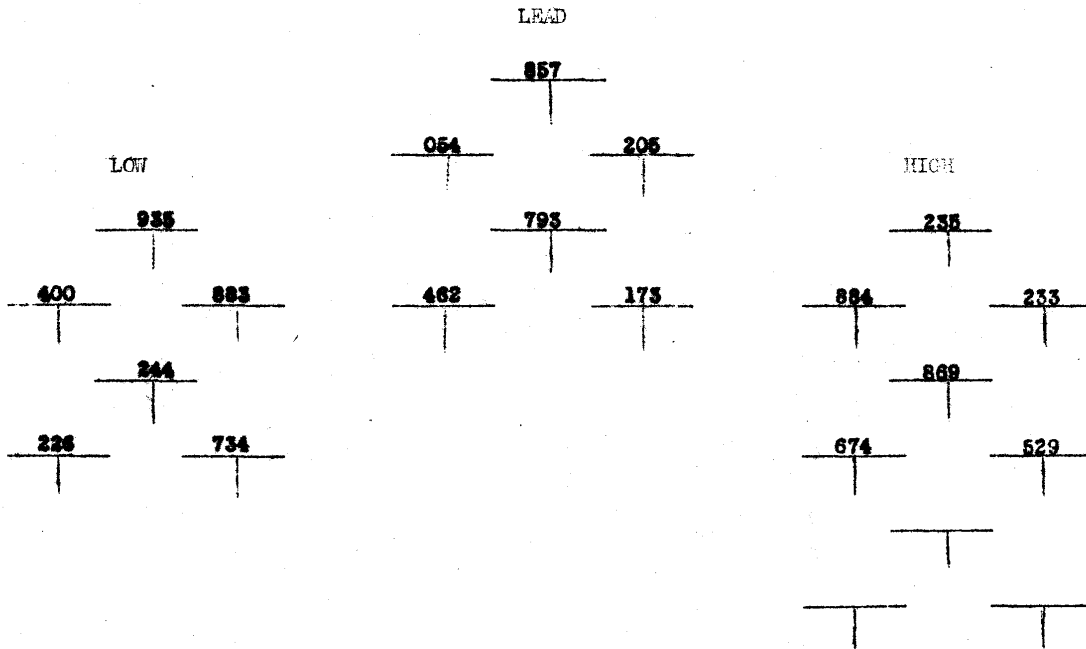
Authority NND745005  
 By KJ NARA Date 02/17/09

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

95 A GROUP  
 DIAGRAM "B"

GROUP FORMATION FORM

DATE 24 December 1945



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

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

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

**E-B-20**

APO 634  
25 December 1943

**SUBJECT: Report of Operations Officer...Mission of 24 December 1943...  
Enemy Installations # 55.**

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

1. The 95th "B" Group formation took off at 1120 - 1130. By 1140 the 95th "B" Group had assembled over its base at 2,000' and continued to circle its base until 95th "A" Group had assembled over its field. 95th "B" Group then attached itself to the 95th "A" Group as the high Group and continued in this position to flight altitude. The 95th "B" Group held Combat Wing formation with 95th "A" Group until departing English coast.

2. Upon departing English Coast the 95th "B" Group fell into trail and effected Squadron peel off at 50°22'N - 01°10'E and bombing run started. Evasive action was taken crossing the coast. Target was not positively identified by any Squadron of the 95th "B" Group so a second run was made by all three Squadrons. Ship # 1251 piloted by Lt. Reed and leading the low Squadron developed bombsight trouble enroute to the target so lead was turned over to the 2nd element leader of the low Squadron. No flak was encountered over the target with good bombing results from lead and high Squadrons.

3. Group formation was not effected again after bombing and all three Squadrons returned to bases intact. Briefed route home was flown with 95th "B" Group landing 1620 - 1714. Eighteen aircraft departed this base and returned in Squadron formations, with no abortions.

4. Fighter cover was excellent over the target area.

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

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



DECLASSIFIED

Authority **NND745605**

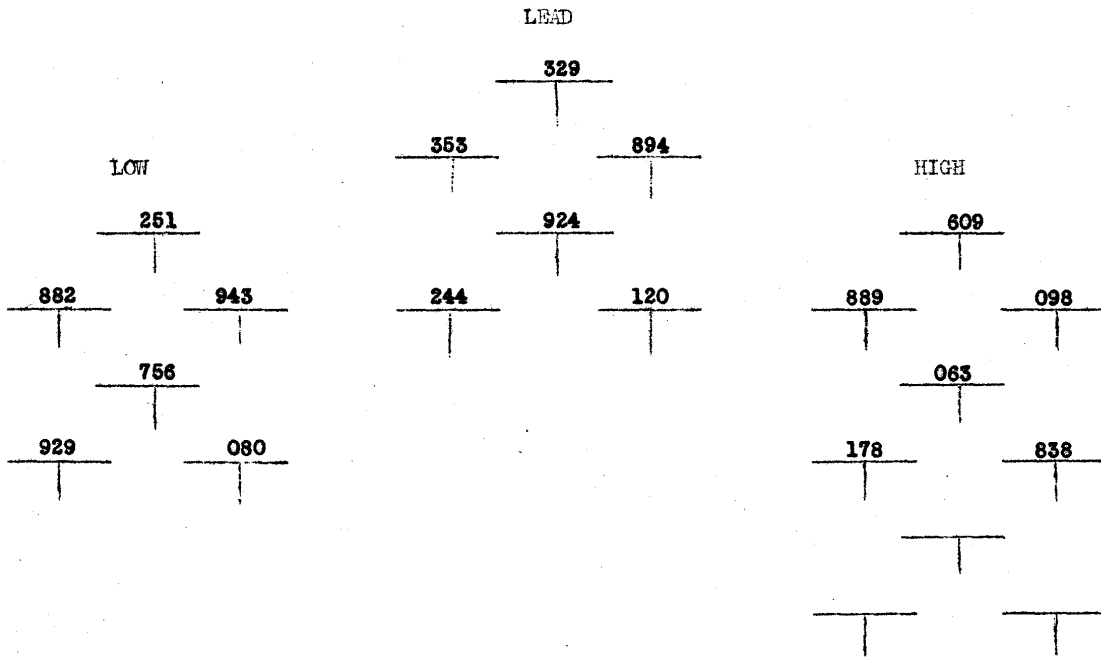
By **KJ** NARA Date **02/17/09**

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

95 B GROUP  
DIAGRAM "A"

GROUP FORMATION FORM

DATE 24 December 1943



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

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

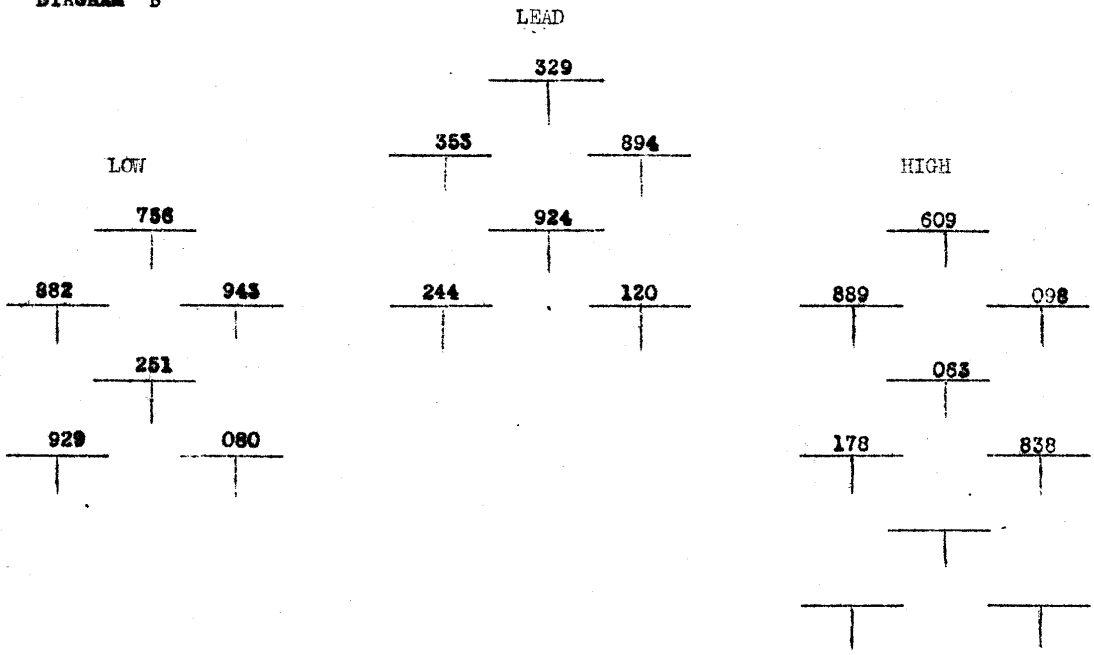
Authority NND745005  
 By KJ NARA Date 02/17/09

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

95 B GROUP  
 DIAGRAM "B"

GROUP FORMATION FORM

DATE 24 December 1943



REFueling \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 VOIS \_\_\_\_\_

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

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

APO 634  
25 December 1943

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

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

1. Ninety Fifth "A" Group took-off at 1200 hours and made a normal assembly over the field, and climbed to 12,000 feet, arriving at BU # 8 at 1307, one minute late for Combat Wing Assembly.

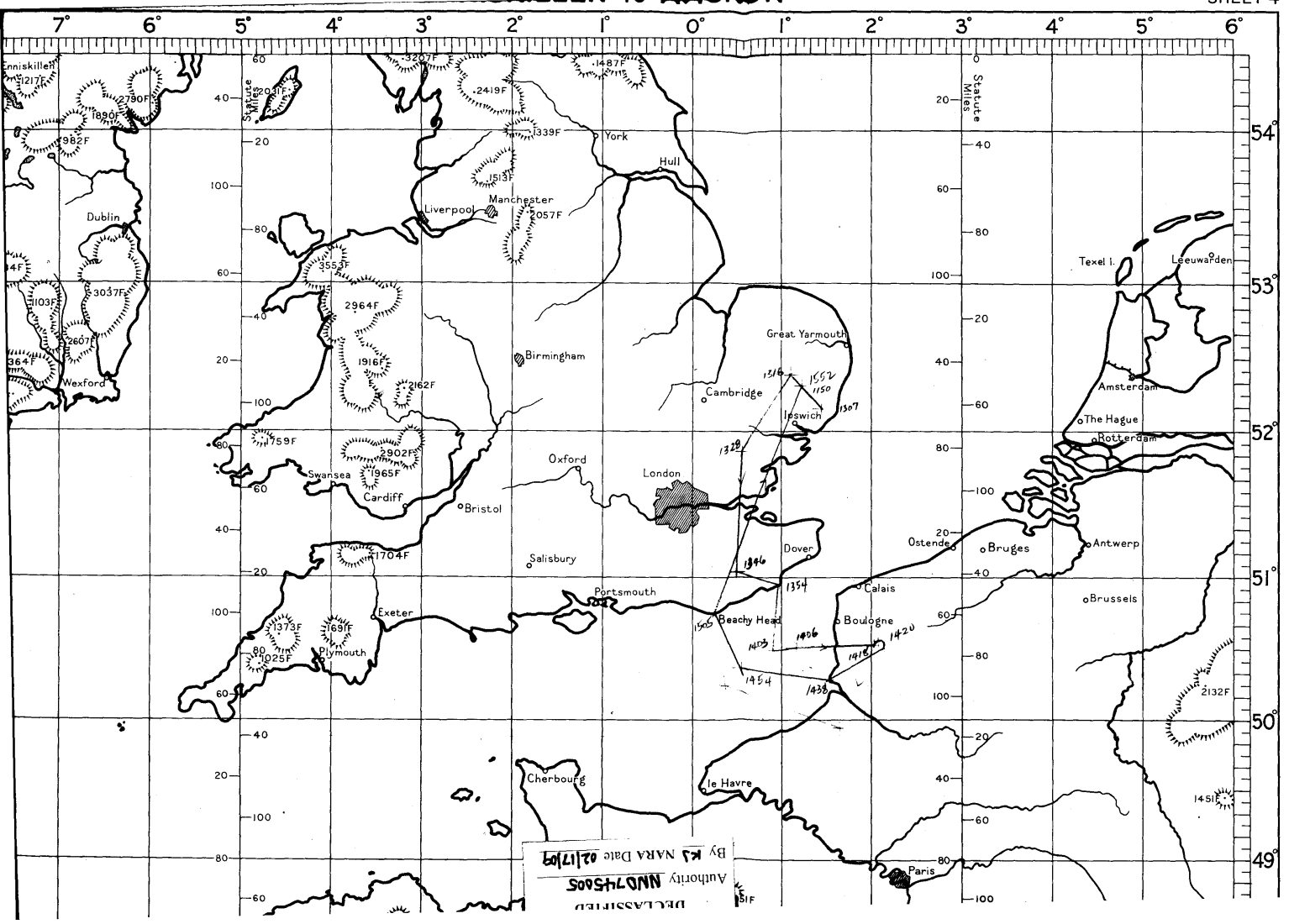
2. The rendezvous with 13th Combat Wing "A" was made between SP # 6 and SP # 7. We crossed the coast at Dungeness at 1354 hours, and proceeded in Group formation seven miles to the west of the briefed course, paralleling the course of 13th Combat Wing "A". The I.P. was crossed on course to the target at 1406 hours, and we crossed the coast at 1412 hours. The target was immediately identified.

3. Slight evasive action was taken while crossing the coast, which carried the lead squadron two miles south of the briefed course, but immediate correction was made on the bomb run, and the bombs were dropped at 1418 hours on a magnetic heading of 75°. The other squadrons followed in trail, and good bomb hits were observed from all three squadrons.

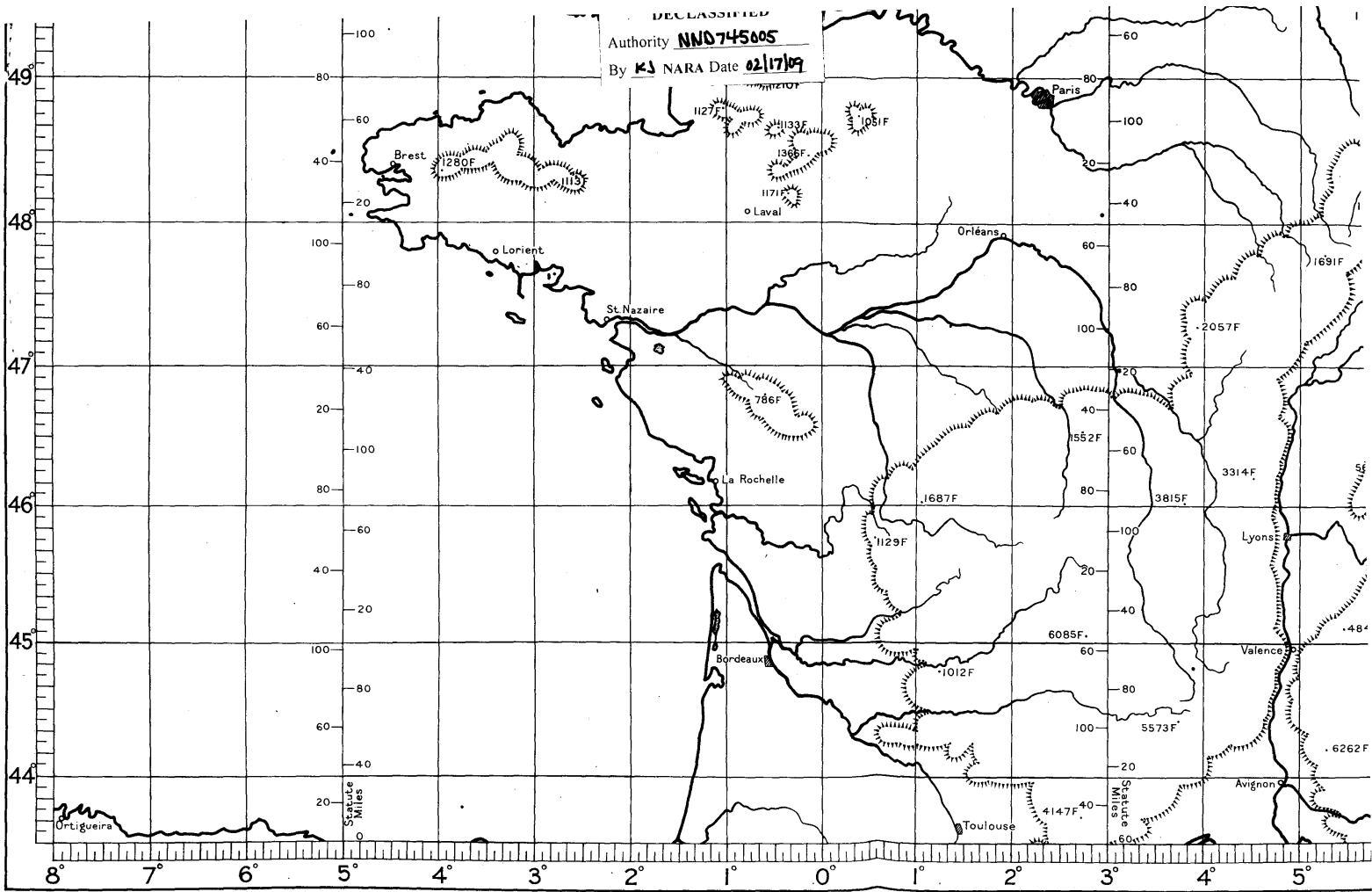
4. After the bomb run a right turn was made, and D.R. procedures followed to the enemy coast, since the haze and sun position prevented accurate pilotage. The coast was crossed north of course, five miles south of Berk Sur Mer. The course was again intercepted and the briefed route followed to base.

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

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



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



# HEIGHTS IN FEET

Scale 1:2,890,000 (approx) at 56°N

OR 1373

Compiled and drawn at f

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

APO 654  
25 December 1945

**SUBJECT: Lead Navigator's Narrative, Ninety Five "B" Group, Mission of  
24 December 1945.**

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

1. Take-off was normal and made at 1120 hours. The group assembled around the base and assembly was complete at 1140 hours. Our group, the Ninety Fifth "B" then climbed to 4,000' and joined the Ninety Fifth "A" group which was leading our wing and followed them thru the entire climb and rendezvous at Hu # 8. We then flew the approximate briefed course to SP # 6 and SP # 7, arriving at SP # 7 on control time. During the 15th Wing assembly enroute to SP # 8 we had to swing considerably to the right of the briefed course and as a result we arrived at a point west of Hastings. Our group then flew to the briefed course line and a few minutes before the I.P. we were on the exact course. At the I.P. we fired a red flare and proceeded to the target on the briefed course. On the first run the lead bombardier was uncertain of a good bomb drop, thus we made a 360° turn and jockeyed for a better visual approach to the target. The approach this time was made from the Hesdin Forest and the lead bombardier dropped his bombs on the target as the photos show on a heading of 70° at 1435 hours.

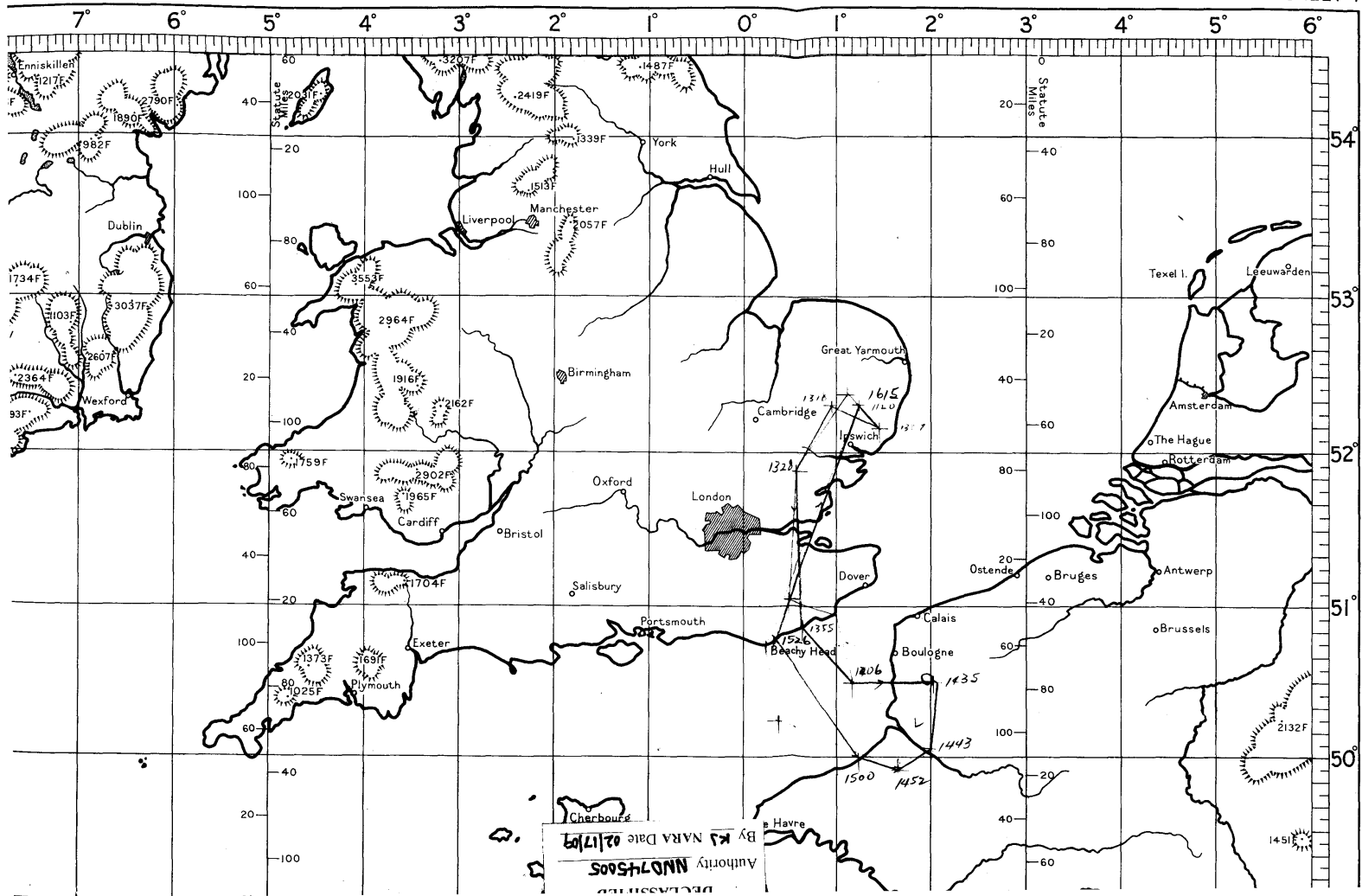
2. After the target we flew the briefed route to the two points prior to the coast, also left the coast at the briefed point at 1500 hours. We then flew the approximate route cutting across to 5050N 0060E and then to Eastbourne near Beachy Head and back to the Base.

**THOMAS J. LEIS  
1st Lt., Air Corps,  
Lead Navigator.**

Authority **NNID 745005**  
By **KJ NARA** Date **02/17/09**

"B"

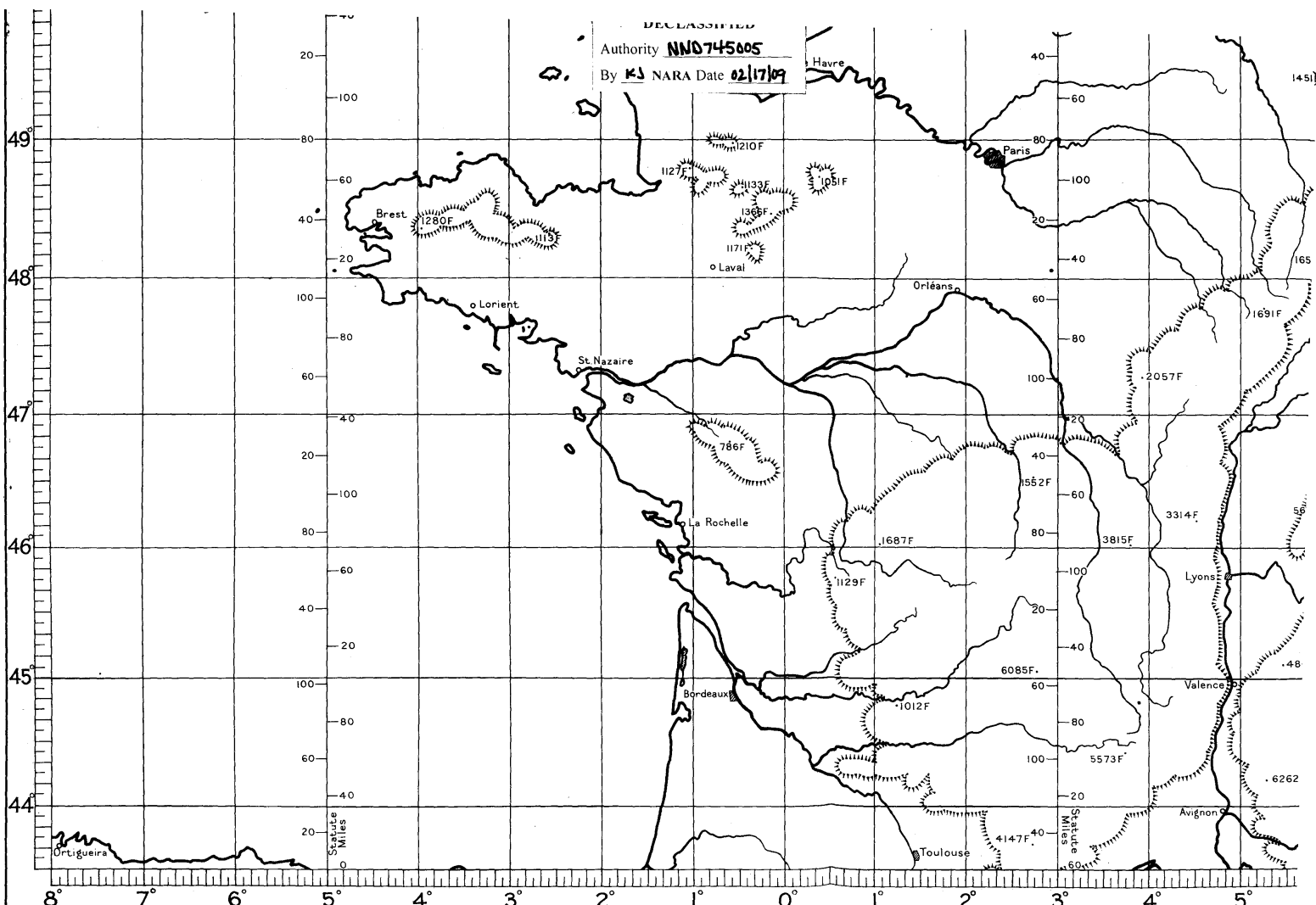
ENNISKILLEN TO AVIGNON



DECLASSIFIED

Authority **NNO745605**

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



# HEIGHTS IN FEET

O.R. 1373

Compiled and drawn



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

APO 634  
25 December 1943

**SUBJECT: Lead Bombardier's Narrative, Ninety Five "A" Group, Mission of 24 December 1943.**

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

**1. Bombing Approach and Run -**

- A. Lead Squadron
- B. High Squadron
- C. Low Squadron

**2. Disposition of Bombs -** Eighteen A/C in 6 A/C squadron formations crossed the primary target (Noball #82 A), each ship was loaded with 16 x 300# M-31, with 1/10 nose and 1/40 tail fuzes. There were 272 bombs dropped on the primary target. A/C 1064 dropped his bombs about 2 sec. late hitting over the target area.

**3. Types of Release -** The 272 bombs dropped on the target plus 16 dropped late were salvoed armed. As P.O. ordered minimum interval between bombs.

**4. Tabular Summary -**

	Aircraft		No.	Bombs		
	Over Tar.	Bombing		Size	Type	Fuze
Main bombfall Noball 82A	18	17	272	300#	M-31	1/10 1/40
Bombs dropped 2-3 sec. later			16	300#	M-31	1/10 1/40
Total bombs on target			272	300#	M-31	1/10 1/40
Bombs returned to base			None.			
Total loaded on A/C taking off			288	300#	M-31	1/10 1/40

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

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

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

APO 634  
25 December 1945

SUBJECT: Lead Bombardier's Narrative, Ninety Five "A" Group, Lead Squadron, Mission of 24 December 1945.

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

1. Bombing Approach and Run - Upon arrival at the I.P. we made a turn to the left on course to the target and broke into squadrons, opened bomb bay doors and proceeded on the bombing run. The target was not visible at first due to haze and slight clouds. The target was picked up about 2 minutes before the release point. After identifying the target I was able to swing on course and make a satisfactory bombing run. The bombing run was made by P.D.I. as the A.P.C.B. wasn't working. There was no flak and fighter attacks on the bombing run.

DENEY W. JOHNSON  
Captain, Air Corps,  
Lead Bombardier.

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

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

APO 634  
25 December 1943

**SUBJECT: Lead Bombardier's Narrative, Ninety Five "A" Group, High Squadron, Mission of December 24 1943.**

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

1. Bombing Approach and Run - Upon reaching the I.P. we turned onto a course of 60°, thirty seconds after the lead squadron peeled off, the navigator and I picked the target up pretty easily through a slight haze and scattered clouds. Our A.F.G.E. went out so I had the pilot fly the ship. I picked up the aiming point and synchronized on it. I hit the salvo lever when the indices met. Bombs hit the target. We made a sharp turn to the right and joined our lead squadron.

2. No Fighters or flak were encountered.

LYLE V. JENSEN  
1st Lt., Air Corps,  
Lead Bombardier.

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

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

APO 634  
25 December 1943

**SUBJECT:** Lead Bombardier's Narrative, Ninety Five "A" Group, Low Squadron, Mission of 24 December 1943.

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

1. Bombing Approach and Run - At the I.P. we made a sharp left turn to a mag. heading of 70°. Short practise turns were made to test the A.F.C.E. and found it to be satisfactory. I opened the bomb bay doors and put on and checked all switches. As we passed over the coast we were lined up with a town that was directly in line with the target. We picked up the target about 3 to 4 miles away. There was slight haze and scattered clouds on the bombing run, but the target was readily seen. Synchronization was made on the M.P.I. Bombs were salvoed when the endices lined up. The bombs were visually spotted by the ball turret gunner and it was hits on the target. There was no Flak or enemy fighter attacks while we were on the bombing run. The target was more readily found due to the pre-flight briefings and target study.

EDWARD V. HEARTY  
2nd Lt., Air Corps,  
Lead Bombardier.

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

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

APO 634  
25 December 1943

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

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

**1. Bombing Approach and Run.**

- A. Lead Squadron
- B. High Squadron
- C. Low Squadron

2. Disposition of Bombs - Eighteen A/C in 6 A/C squadron formations crossed the primary target (No Ball # 55). Of the 18 A/C, 16 A/C dropped 16 each 300# G.P. bombs 1/10 nose and 1/40 tail fused. A/C 6080 and A/C 7929 with the low squadron dropped their bombs early due to personnel error. Two Hundred Fifty Six bombs were dropped on the primary target and 32 were jettisoned.

3. Types of Release - The 288 bombs dropped, 256 on target area were salvaged as all intervalometer's weren't working and minimum interval was ordered.

**4. Tabular Summary.**

	Aircraft		Bombs			
	Over Tar.	Bombing	No.	Size	Type	Fuze
Main bombfall (Noball # 55)	18	16	256	300#	M-31	1/10 1/40
Total bombs on target			256	300#	M-31	1/10 1/40
Other bomb expenditures			32	300#	M-31	1/10 1/40
Total loaded on A/C taking off.			288	300#	M-31	1/10 1/40

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

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

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

AFO 634  
25 December 1943

**SUBJECT:** Lead Bombardier's Narrative, Ninety Five "B" Group, Lead Squadron, Mission of 24 December 1943.

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

1. Bombing Approach and Run - On reaching the I.F. we peeled off into squadrons, each squadron bombing the target. We opened our bomb bay doors and started the run. Poor visibility caused by slight haze and some scattered clouds prevented the navigator and I from picking the target up until we were nearly over it. Consequently I made another run on the target on the first run the drift was 8° right and magnetic heading was approximately 86°. All of our runs were made on C-1 Pilot. The second run over the target was made on a magnetic heading of 67°. I picked up the target immediately and proceeded on the sight. The run was fairly long and bombs were released by salvo when the indices crossed at 1437. The seven aircraft in our squadron salvoed their bombs immediately; consequently a small pattern resulted on the target, according to myself, the navigator and ball turret gunner a perfect pattern of direct hits resulted on the target.

RICHARD S. HERRIED  
1st Lt., Air Corps,  
Lead Bombardier.

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

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

APO 634  
25 December 1943

SUBJECT: Lead Bombardier's Narrative, Ninety Five "B" Group, High Squadron, Mission of 24 December 1943.

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

1. Bombing Approach and Run - At the I.P. Group "B" peeled off to the left by squadrons and started in toward the coast. My position was in the lead ship of the high squadron. There was a slight haze and scattered clouds which limited visibility to about three or four miles. For this reason the target was not identified soon enough and we made a 360° turn for the second run. This time I picked up the target and had control of the ship on A.F.C.E. for the whole run. I sighted for range and deflection and my aiming point was slightly short of the target to allow for the lag between my ship and the rest in my squadron. There were no enemy fighter attacks and no flak. My bombs were seen hitting in the target area.

FRANK P. HAWK  
1st Lt., Air Corps,  
Lead Bombardier.

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

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

APO 634,  
24 December 1943.

SUBJECT: Base Engineering Report on Combat Mission 24 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 24 December 1943.
  - a. Thirty-six (36) B-17F airplanes took-off as scheduled.
  - b. Thirty-six (36) B-17F airplanes returned to base after completion of mission.
2. There were no abortive airplanes.
3. All aircraft took-off as scheduled.
4. There was no battle damage.

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

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



**HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE ARMAMENT OFFICER  
APO 684**

**24 December 1943.**

**Mission Expenditure Report for 24 December 1943.**

**Commanding Officer, 95th Bombardment Group (H).**

**Following is the expenditure report for 24 December 1943:**

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

72	Lower Turret Guns	949
72	Upper Turret Guns	953
36	Left Waist Guns	342
36	Right Waist Guns	326
36	Radio Guns	395
36	Left Nose Guns	383
36	Right Nose Guns	372
36	Center Nose Guns	371
72	Tail Guns	852

e. Total number of guns 422  
f. Total number of rounds fired 4,945  
g. Demolition bombs, number and size 575-300 lb.  
general purpose bombs.

LEONARD F. DAWSON

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

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

(J-1)

APO 634  
2A December 1943

SUBJECT: Operational Communications

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

1. Of the thirty-six (36) crews that participated in the mission, thirty-six were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

(a) 335-N, Interphone system/ amplifier burned out;

(b) 412-L, Radio Compass Indicator/ needle loose on pivot.

3. The following navigational aids were used successfully:

(a) Thirty-three aircraft used Splashes and Punchers for assembly and homing;

(b) 334-K obtained one QM on home station, 336-K obtained one QM from home station;

(c) Thirteen aircraft used Station 7000.

4. Navigators reported heavy jamming and fading on "Cee" over the Channel area. Reception of other stations was satisfactory.

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

Authority NND745005  
By KJ NARA Date 02/17/09

CONFIDENTIAL

(FORMERLY BRITISH SECRET)

HEADQUARTERS  
13TH COMBAT BOMB WING (H)  
APO 634

D-B-1

26 December 1943

SUBJECT: Photo Interpretation - Ski Targets, 24-12-43.

TO : Commanding Officer, 13th Combat Bomb Wing (H).

1. 100th Group - Target No. 19 - photographs reveal the following:

a. Lead squadron: The lead squadron attacked the target first, and their bombs overshot the designated MPI by about 1200', striking harmlessly in a small wooded area.

b. High squadron: The bombs hit about 50' to the right of their aiming point striking R2 (small rectangular building) and E (pyramidal excavation) and another small building to the right of R2. Building R1 (large rectangular building) was not hurt beyond blast-inflicted damage. A good 50% of the bombs fell in a field beyond the AP. It is interesting to note the train of bursts beyond the target. These bombs were released with an intervalometer setting of 175 to 185'.

c. Low squadron: The low squadron's bombs missed the target entirely, falling about 1200' to the left of their aiming point.

2. 390th Group B - Target No. 19 - photographs reveal the following:

a. Low squadron's bombs started at edge of target and walked all around the AP, hitting the pyramidal excavation and the large rectangular building and missing the small rectangular building which was their AP.

b. High squadron's bombs were concentrated squarely on the target area between the AP and a ski, marked S2 on the illustration. The two parallel skis, labeled S1, were hit, probable blast-damage to building R1.

c. Lead squadron's bombs missed the target completely, falling 1200' to the left (N.W.) of the AP and partially on the 100th Group's low squadron's bomb pattern.

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

Ltr, Photo Int., 26-11-43, Cont'd.

3. 95A Group - Target No. 82a - photographs reveal the following:

a. Lead squadron: 85% of bombs fell about 800' short of the target; the other 15% hit squarely on the AP destroying some small buildings which were not part of the installation.

b. Low and High squadrons: It is impossible to distinguish the low squadron's bombs from the high squadron's. Their bombs struck simultaneously. The majority of the bombs hit in the target area. A large rectangular building and a pyramidal excavation were probably damaged by near misses. Buildings S1 and S2, the skiis, undoubtedly suffered severe damage from direct hits. Building Q, the square building in the target area, was not hit. All bombs, excluding one salvo, fell within 2000' of the AP, approximately 60% within 1000'.

4. 95B Group - Target No. 55 - photographs reveal the following:

a. The low squadron attacked the target first, after two of their planes, however, had previously jettisoned their bombs elsewhere. Their pattern is strung out and the MPI of it 530' away from the designated AP, the square building. A portion of their bombs did fall in the target area, undoubtedly causing blast damage to building P and to Q, a large rectangular building and radio or high tension tower. Excluding one salvo, 90% of the bombs fell within 1000' of the AP.

b. Lead squadron: This squadron attacked second. Unfortunately, no cameras in this squadron took any pictures. A/C No. 061 of the 100th B Group flew with the high squadron, filling in the diamond. The photographs reveal not only the bursts of the high squadron but many of the bomb craters of the low, which are practically all within the small target area. Craters are visible beside S1 and S2, the skiis, both of which appear to be hit. The area all around the AP is heavily marked with craters. The square building and the entire row of buildings, including H1, suffered direct hits and many very close (few feet) near misses.

c. The high squadron's bombs fell in almost the same place as the low's. The MPI of their pattern is a few hundred feet S.E. of the AP. No direct hits were sustained on any of the buildings.

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

Ltr, Photo Int., 26-11-43, Cont'd.

5. 390A Group - Target No. 80 - photographs reveal the following:

a. The low squadron's bombs struck squarely on the MPI and destroyed building Q, which was the aiming point. 90% of their bombs fell in a 1000' radii of the AP. Buildings P, R, and K2 were also hit.

b. The high squadron bombed from a track 90° to the low squadron's track. The majority of their bombs fell short of the target; about 90% falling outside the 1000' circle. The bombs that fell in the 1000' circle hit directly on M1, the ski installation, and on K, and K2, destroying the latter completely.

6. The 95th Group installed 13 vertical cameras, 8 of which took pictures. Five malfunctions occurred:

- (1) K-3B, faulty intervalometer connection.
- (1) K-21, one good negative when camera jumped timing.
- (2) K-21, intervalometers did not operate.
- (1) K-21, out of timing.

7. The 100th Group mounted 14 vertical and 4 K-20 cameras, 13 of which took pictures. The following malfunctions occurred:

- (1) A/C with camera did not take off.
- (2) Cameras started accidentally when doors opened.
- (2) Rolls lettered but not printed.

8. The 390th Group installed 12 vertical and 5 K-20 cameras, 14 of which took pictures. Three malfunctions occurred:

- (1) K-21 was run off on ground prior to take off.
- (1) K-21 drive shaft sheared off.
- (1) K-21 toggle failed to go to on position.

For the Intelligence Officer:

ROBERT W. KEESE  
1st Lt., Air Corps  
Ass't A-2

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

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

24 December 1943.

SUBJECT: S-2 Report (95 A).

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

1. Eighteen (18) A/C took off from this base to attack Special Target "Heball 82A," France at 1148 hours and all landed at this base at 1616 hours.

2. All A/C bombed the target with apparent excellent results.

3. Meagre inaccurate AA fire was observed along the route, from Abbeyville, Hesdin, Hucqueliers, Le Tourquet and Berck-sur-Mer, none of which was apparently aimed at this Group.

4. No fighter opposition was encountered and the fighter escort was very good.

5. This Group attacked the target by Squadrons.

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

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

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

24 December 1943.

SUBJECT: S-2 Report (95 B).

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

1. Eighteen (18) A/C took off at 1120 to bomb Special Target "Hoball #55", France. All A/C bombed the target with excellent results and returned to this base by 1710.

2. Fighter escort was provided and was very effective as no E/A were seen.

3. Very little flak was seen and this was not close to this Group. Flak was reported from Le Tourquet, Frages and Abbeyville.

4. This Group attacked by Squadrons and made two runs on the target to insure hitting the KPI.

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

DECLASSIFIED  
Authority NND 744500  
By KJ NARA Date 021

THE V HRM NR 26 P  
T THE

DEC 23 23 21

OIHRM  
FROM HRM 24/2155A  
TO OIHRM ATTN A-2  
THE ATTN A-2  
SECRET D-418-D

103-A 95A NOBALL 82 (A) 24 DEC. 1943

S-1 NIL

S-2 MODERAE, IACCURATE HEAVY AA FIRE WAS OBSERVD COMING FROM ABBEVILLE ON WAY INTO TARGET. MEAGREE INACCURATE HEAVY AA FIRE WAS OBSERVED JUST BEFORE AND AFTER THE TARGTXX TARGET AREA, APPARENTLY COMING FROM HESOIN AND HUCQUELIERS RESPECTIVELY. CROSSING THE FRENCH COAST RETURNING FROM THE TARGET, MEAGRE INACCURATE HEAVY AA FIRE WAS OBSERVED COMING FROM LE TORQUET AND BERCK-SUR-MER, RESPECTIVELY.

S-3 NONE

S4 NONE

S-5 NOT AVAILBALE

S-6 COMOUFLAGED GUN ENPLACEMENT OR HANGAR AT 50 DEG. 29'N-01 DEG48'E. INSTALLATION, APPARENTLY FORMS FOR CONCRETE AT 50 DEG. 29 1/2'N 01DEG 57'E. FIRES AND MUCH SMOKE REPORTED AT 50 DEG. 10' 01 DEG 58'E AND AT 50 DEG 23'N-02 DEG 02'E, RESPECTIVELY. NO FIGHTERS ON ABBEVILLE A/D.

S-7 CREEXX CREWS REPORT VERY GOOD RESULTS, OXX GOOD PATTERN, AND GOOD BOMB RUNS ON TARGET. SEVERAL CREWS REOXX REPORT 'BOMBS RIGHT ON BUTTON,' AND 'TARGET DESTROYED.' PHOTOGRAPHS INDICATE EXCELLENT BOMBING RESULTS.

S-8 NONE

S-9 A. 18  
B. -18  
C. 0  
1-0  
2-0  
3-0  
R. 0  
Y. 0

AS  
S2 VA CROSSING THE FRENCH NOT FRENCH AS WNT  
AFB BBBBBBBB  
THE R..... 24/2155A AF AR  
OIHRM R.....24/2150A BHR AR

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



THE V HRM NR 27 P

T THE

OIHRM

FROM HRM

TO THE

OIHRM

SECRET

BT

24/2159A

ATTN A-2

ATTN A-2

D-419-D

DEC 24 1943 22 20

103-A

95B

NOBALL 55

24 DEC. 1943

S-1 NIL

S-2-ON THE ROUTE IN MEAGRE FLAK WAS ENCOUNTERED-AT LE TOUQUET. FLAK OF MODERATE INTENSITY WAS SEEN FROM WHAT WAS BELIEVED TO BE FRAGES AND ALSO ABBEVILLE. ONE BURST WAS SEEN COMING FROM LE TOUQUET ON THE ROUTE OUT. NONE OF THE FLAK WAS CLOSE TO THIS GROUP.

S-3-NONE

S-4-NONE

S-5-NOT AVAI

LABLE

S-6-CREWS REPORT CONSTRUCTION AT THE TARGET WAS CONSIDERABLY MORE ADVANCED THAN LATEST PHOTOS INDICATED. IN TARGET AREA WERE SEVERAL LARGE GREEN PYRAMIDAL SHAPED MOUNDS TOO LARGE TO BE SHELTERS. A FIRE IN A SMALL TOWN TO THE RIGHT OF THE TARGET WAS REPORTED.

S-7-CREWS WERE ENTHUSIASTIC ABOUT THE BOMBING RESULTS. COMMENTS LIKE, 'WE HIT IT RIGHT ON THE NOSE,' 'WE COULDN'T HAVE PLACED THEM ANY BETTER BY HAND,' AND THE SIMILAR REMARKS WERE CHARACTERISTIC. PHOTOS SHOW THAT THE TARGET WAS HIT.

S-8-CREW MEMBERS PRAISED TARGET STUDY COURSES. STATE THEY COULDN'T HAVE DONE A GOOD JOB WITHOUT THEM. REQUESTS FOR MORE HEATED EQUIPMENT ESPECIALLY GLOVES WAS REPEATED.

S-9-A. 18

B. 18

C. 0

1-0

2-0

3-0

4-0

INDEX

5-0

AS

AFB VA

THE R.....24/2105A AF AR

OIHRM R.....24/2105A BHR AR

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

Authority NND745005  
By KJ NARA Date 02/17/09

95 "A"  
\*82A

FORMATION DIAGRAM  
95TH BOMB. GROUP (H)  
DATE 24 12 43  
TIME 1150

~~ASTA 8~~  
A.T.F.  
C.W.

CASPERS (MUMFORD)  
7857

HEARN  
7935

✓ CALLOWAY  
1054

WOODCOCK  
1205

MILLER ✓  
0235

HANSEN  
3400

FOLEY  
9883

BROWN  
9793

WORTHY  
9884

HUBBS ✓  
0233

JEFFERS  
0244

HEATT  
3462

HELSCOMBE  
0173

BATCHA ✓  
9869

MCALLISTER  
0226

CURRENCE  
7734

DEAN ✓  
0674

KROGER  
3529

ABORTIVE \_\_\_\_\_  
MISSING \_\_\_\_\_  
CHANGES \_\_\_\_\_

EXTRA \_\_\_\_\_

EXTRA \_\_\_\_\_

Authority NND745005  
By KJ NARA Date 02/17/09

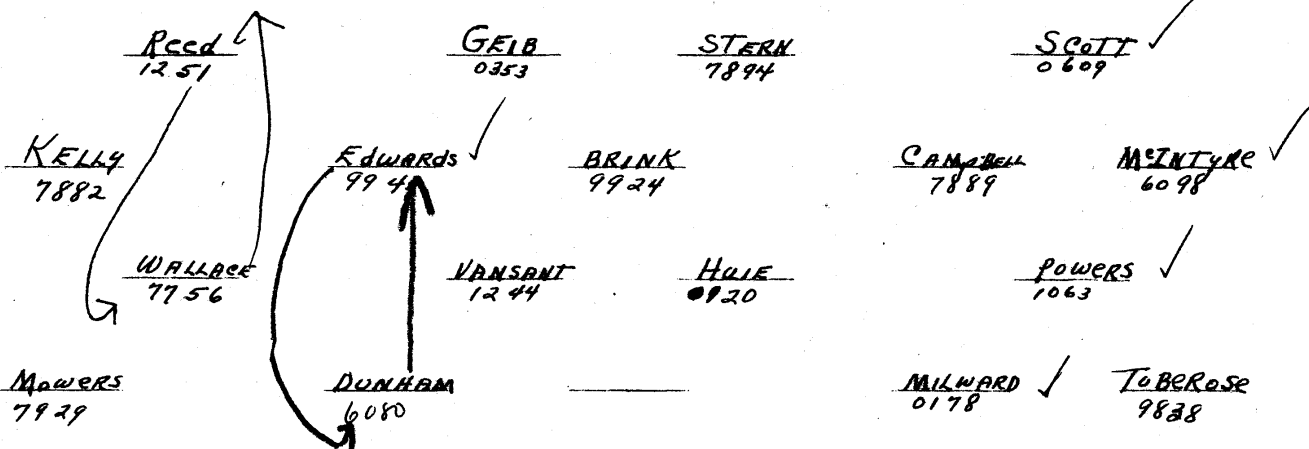
FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 24-12-43

TIME 1120

RENO (McKNIGHT)  
13/29



A.T.F.

G.W.

ABORTIVE

MISSING

CHANGES

EXTRA

EXTRA

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

*J. Merrill*

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

164th Operation - 24 December, 1943.

- Mission No. 1 - Military Installations in France.
- Mission No. 2 - Military Installations in France.
- Mission No. 3 - Military Installations in France.

Numerous military installations in the Pas de Calais area were attacked by ten Combat Wings of Fortresses and Liberators in VIII Bomber Command's largest operation to date. All of our aircraft returned safely. Consisting of four Combat Wings of the 1st Bombardment Division, three Combat Wings of 2nd Division, and three Combat Wings of 3rd Division, this force dropped over 1700 tons of high explosives on a total of twenty-three targets. Strike attack photographs and available PRU cover show that bombing results were very good on ten targets, moderately good on seven targets and poor on six targets.

Flak was generally moderate and very few enemy fighters were seen. Excellent fighter support was provided by VIII Fighter Command P-47s, P-38s and P-51s. There were no losses and there are no claims.

Unit <u>1ST BOMB DIV.</u> <u>MISSION NO. 1</u>	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	Attacked	Failed		Lost		(Killed)	Wounded	Missing
			To Bomb+						
			A.	B.					
91	33	23	1	9	0	0-0-0	0	3	0
92	20	20	0	0	0	0-0-0	0	0	0
303	27	10	0	17	0	0-0-0	0	0	0
305	28	27	0	1	0	0-0-0	0	0	0
306	25	25	0	0	0	0-0-0	0	0	0
351	34	34	0	0	0	0-0-0	0	0	0
379	37	37	0	0	0	0-0-0	0	0	0
381	26	25	1	0	0	0-0-0	0	1	0
384	27	27	0	0	0	0-0-0	0	0	0
401	20	20	0	0	0	0-0-0	0	0	0
	<u>277</u>	<u>248</u>	<u>2</u>	<u>27</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>4</u>	<u>0</u>

2ND BOMB DIV.  
MISSION NO. 2

44	24	24	0	0	0	0-0-0	0	0	0
93	25	24	1	0	0	0-0-0	0	0	0
389	30	30	0	0	0	0-0-0	0	0	0
392	28	28	0	0	0	0-0-0	0	0	0
445	35	35	0	0	0	0-0-0	0	0	0
446	27	26	1	0	0	0-0-0	0	0	0
448	27	25	2	0	0	0-0-0	0	0	0
	<u>196</u>	<u>192</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>

Authority NND 745 005  
By KJ NARA Date 02/17/09

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

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

<u>Unit</u> <u>3RD BOMB DIV.</u> <u>MISSION NO. 3</u>	<u>Number of A/C</u>					<u>Claims</u>	<u>Personnel Casualties</u>		
	<u>(Dispatched</u>	<u>Attacked</u>	<u>Failed</u>	<u>Lost</u>	<u>To Bomb+</u>		<u>(Killed</u>	<u>Wounded</u>	<u>Missing)</u>
							<u>A.</u>	<u>B.</u>	
94	36	24	0	12	0	0-0-0	0	0	0
95	42	42	0	0	0	0-0-0	0	0	0
96	36	35	1	0	0	0-0-0	0	0	0
100	21	21	0	0	0	0-0-0	0	0	0
385	18	18	0	0	0	0-0-0	0	0	0
388	37	37	0	0	0	0-0-0	0	0	0
390	41	41	0	0	0	0-0-0	0	0	0
447	18	12	0	6	0	0-0-0	0	0	0
	<u>249</u>	<u>230</u>	<u>1</u>	<u>18</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>TOTALS</u>	722	670	7	45	0	0-0-0	0	4	0

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

BOMBING RESULTS: 478 B-17s and 192 B-24s dropped 7084 x 300 G.P., 2451 x 500 G.P., 455 x 250 G.P., and 26 x 1000 G.P., on a total of twenty-three military installations in Occupied France from 10,500 - 21,000 feet at 1330 - 1510 hours. Visibility over all targets was good. Strike attack photographs and PRU cover show that ten targets had concentrated bursts within the target area with one or more direct hits on important elements of the target; seven targets had bursts within the target area with hits near important elements, and six targets had few or no bursts with no significant hits seen. Bombing was done by squadrons.

REASONS FOR FAILURE TO BOMB: 52 a/c failed to bomb - 7 because of mechanical or equipment failure, 1 due to personnel failure, 18 because of weather and 26 which could not locate their formations.

ENCOUNTERS: Enemy fighter opposition was nil, only 3 - 5 e/a being sighted during the entire operation.

CASUALTIES: Personnel - 1 crew member was seriously wounded and 3 slightly wounded.

Equipment - No a/c are missing.

Estimated Battle Damage - 50 category "A", 24 category "AC" and 2 category "B".

ANTI-AIRCRAFT FIRE: An intense barrage was put up from Calais and from the vicinity of Abbeville. Accurate, intense AA fire was reported from the St. Omer and Watten defenses. Accurate continuously pointed flak was encountered at Dieppe. Flak from other defenses reported as being meager to moderate and inaccurate.

FIGHTER ESCORT: Penetration, target and withdrawal escort was provided by ten groups of P-47s, one group of P-38s and one group of P-51s. Very few e/a were seen. There are no claims and no losses.

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

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

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

ROUTE: Bases to Beachy Head to targets, to Beachy Head to bases.

WEATHER: Route Out - Clear becoming 2/10 to 4/10 stratocumulus, base 3000 feet, tops 5000 feet over southeast England and increasing to 4/10 to 5/10 cumulus and stratocumulus over Channel, tops 5000 to 7000 feet and decreasing over Continent to 1/10 to 3/10 small cumulus. Targets: 1/10 to 3/10 small cumulus, base 2000 to 3000 feet, tops 4000 to 5000 feet. Visibility, 5 to 10 miles unlimited above cloud. Return Route: Same as route out.

OBSERVATIONS: In the area from 49°58'N - 01°15'E, to 50°30'N - 02°32'E, numerous military installations and new constructions were observed.