

31.12.43

INTERPRETATION REPORT No. S.A. 715

ATTACK ON LUDWIGSHAVEN ON 30.12.43

(i) INFORMATION RECEIVED ON THE ATTACK

- (a) This report is based on photographs taken during a daylight attack on the I.G. Farbenindustrie, Chemical Works at LUDWIGSHAVEN - OPPAU by 653 aircraft of U.S. VIII Bomber Command between 1147 hours and 1300 hours on 30.12.43.
- (b) Bombs were dropped as follows : -
 - 2017 x 500 lb. G.P.
 - 560 x 250 lb. I.B.
 - 16395 x 100 lb. I.B.
- (c) Full fighter escort was provided.
- (d) The aircraft approached the target from the northwest.

(ii) STATEMENT ON THE ATTACK

- (a) The entire target area is obscured by complete, opaque cloud cover. No bursts are visible and no runs over the target area show sufficient ground detail for their position to be plotted.
- (b) A number of bombs are seen falling near markers. Bursts from moderate intermittent flak are seen which suggest that the aircraft are over a defended locality.

(iii) ADDITIONAL INFORMATION

- (a) A number of aircraft took photographs upon crossing the enemy coast both before and after the attack. Penetration was made near FECAMP at five points :
 1. 3 miles South of FECAMP.
 2. over IES PETITES DALLE 8 miles Northwest of Fecamp.
 3. over ECRETTEVILLE SUR MER, between Fecamp and St. Valery en Caux.
 4. over SENVILLE, West of Fecamp.
 5. over EIETOT between Fecamp and St. Valery en Caux.

Withdrawal was made near ST. VALERY EN CAUX at four points :

1. over EIETOT, between Fecamp and St. Valery en Caux.
 2. over MANNEVILLES IES PLAINS.
 3. near VEULE-IES-ROSES, 4 miles northeast of St. Valery en Caux.
 4. 5 miles west of ST. VALERY-EN-CAUX.
- (b) Photographs were obtained of the airfield at St. Valery-en-Caux. Only the western half is visible on cloud obscured photographs. No aircraft are visible.

(iv) BOMB PLOT AND PRINTS

No bomb plot has been prepared and no annotated prints will be distributed with this report.

Authority **NND745605**
By **KJ NARA** Date **02/17/09**

(v) PHOTOGRAPHS RECEIVED :

Sorties	Date	Mean Time	Scale	Focal Length	Mean Height	Quality
SAV 381/128 THRU 136	30.12.43	1147	1/37708	6.3/8", 7"	22500'	'C'
SAV 91/159 THRU 166	"	1158	1/33000- 1/46000	6", 7", 8"	22000'	'C'
SAV 93/50, 51	"	1207	1/37200	7"	22000'	'C'
SAV 303/261, 264	"	1201	1/34300	7"	20000'	'C'
SAV 305/257 THRU 262	"	1204	1/33000- 1/37700	7", 8"	22000'	'C'
SAV 306/238	"	1207	1/34000	8"	22700'	'C'
SAV 351/143 THRU 152	"	1207	1/36000	7"	21000'	'C'
SAV 379/106, 107, 110	"	1204	1/36000	7"	21000'	'C'
SAV 389/139, 140	"	1201	1/41400	6.3/8"	22000'	'C'
SAV 389/57, 58	"	1201	1/39500	7"	23000'	'C'
o 389/51, 49	"	1201	Oblique	6.3/8"	23000'	'A'
SAV 384/141, 142	"	1201	1/41400	6.3/8"	22000'	'C'
SAV 401/26, 27	"	1206	1/38600	7"	22500'	'C'
SAV 446/6 THRU 8	"	1208	1/34300	7"	20000'	'C'
SAV 390/115 THRU 123	"	1236	1/39422	7"	23000'	'C'
SAV 96A/107, 108	"	1237	1/39422	7"	23000'	'C'
SAV 100B/134 THRU 137	"	1235	1/38900	7"	22700'	'C'
SAV 94B/209 THRU 213	"	1250	1/41360	7"	24000'	'B'
SAV 445/11, 13	"	1243	1/39500	7"	23000'	'C'
SAV 44/125	"	1245	1/38000	7"	22000'	'C'
o 44/128, 129	"	1245	Oblique	6.3/8"	22000'	'B'
SAV 95/221 THRU 226	"	1246	1/39000	7"	23000'	'C'
SAV 388/111, 113, 114	"	1246	1/40000	7"	23500'	'C'
o 392/71, 75	"	1246	Oblique	6.3/8"	22000'	'A'
SAV 392/72 THRU 74	"	1246	1/38000	7"	22000'	'C'
SAV 445/12	"	1250	1/38000	7"	22000'	'C'
SAV 385/107, 110	"	1258	1/38000	7", 8"	22000'	'C'
SAV 447/2	"	1300	1/40600	7"	23800'	'C'

The following sorties are (F.L.12")

SAV 303/264 (1/12, 800)	305/259 (1/22, 000)	351/143 (1/21, 000)
379/106 (1/21, 000)	384/142 (1/22, 000)	94A/208 (1/24, 000)
96B/106 (1/23, 000)	100A/133 (1/22, 700)	385/110 (1/22, 000)

SECRET

DISTRIBUTION No. 11

R.A.F. STATION
MEDMENHAM

GP/MC/C

E: 154
I: 11
A.D.G.B: 20
135

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

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

APO 634,
1 January 1944.

SUBJECT: S-3 Narrative of Operational Mission - Ludwigshafen - 30 December 1943. 95 "A" Group.

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

1. GENERAL NARRATIVE:

The 95 "A" Group formation took off at 0800 - 0817. By 0825 the Group formation had assembled over base at 3000 feet. 95 "A" circled the field until 95 "B" had assembled in Group formation and tacked on as the Low Group. Climbing, 95 "A" and "B" began proceeding to Buncher # 8 arriving 3 minutes late. 94 "A" joined the 13 "B" Combat Wing as high group at Gravesend at 1031. In good Combat Wing formation the climb to bombing altitude was begun at Gravesend. Leaving the English Coast, behind the 4th Wing at 1056, the enemy coast was crossed at 1112 at bombing altitude. The briefed course was followed to the I.P. However the PFF of the 95 "A" Group continued on course after the 4th Wing had turned. Bombs away at 1245, but 10/10ths clouds prevented results from being observed.

The rally was effected as ordered and the briefed course was followed to the enemy coast at 22,000 feet. Enemy coast recrossed at 1508 and descent begun at that time. Reaching the English Coast at 1635 95 "A" and 95 "B" proceeded to base and landed at 1622 - 1648 hours.

2. AIRCRAFT NOT ATTACKING:

Twenty A/C and one PFF, attached, of 95 "A" Group took off from base in formation as shown in Diagram A. The following A/C returned early, # 0178 - did not reach English Coast. # 1063 from Southhold. # 0342 from Beachyhead. # 0120 from 49°42'N 02°10'E, and # 6080 returned from 5 miles south of Dieppe.

Of these twenty A/C and PFF attached, 15 dropped bombs on the target and are credited with a sortie. Position over target given in diagram "B".

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

3. AIRCRAFT LOST:

All Attacking A/C returned to base.

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

"A" GROUP

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 30 December 1943

TARGET _____

1. 13 C.W. 95 A GROUP POSITION Lead GP LEADER Major CONLEY - PFF - 0731

2. TAXI TIME 1st A/C 0740 T.O. 1st A/C 0800 ETD _____ BASE 0825 ETR _____

3. SQUADRON 334 NO. OF A/C 10 CALL SIGNS: W/T PZO

0731

PFF 7894 0120 1244 9943 1258 1329 0353 9924 0342

A/C : U : L : D : O : K : J : H : C : N : B :

A.T.O. : 0800 : 0801 : 0802 : 0802 : 0804 : 0812 : 0813 : 0814 : 0815 : 0816 :

A.T.R. : : 1633 : 1339 : 1634 : 1629 : 1623 : 1631 : 1622 : 1627 : 1212 :

SQUADRON 335 NO. OF A/C 11 CALL SIGNS: W/T MLR

0178 7826 0609 9838 1063 7756 0181 7929 7889 6080 6098

A/C : S : O : N : Z : T : Q : X : Y : L : P : W :

A.T.O. : 0805 : 0806 : 0806 : 0807 : 0808 : 0809 : 0809 : 0810 : 0811 : 0810 : 0817 :

A.T.R. : : 1218 : 1638 : 1638 : 1636 : 1038 : 1632 : 1635 : 1637 : 1648 : 1240 : 1625 :

SQUADRON 336 NO. OF A/C _____ CALL SIGNS: W/T UFW

A/C : : : : : : : : : : : : : : : :

A.T.O. : : : : : : : : : : : : : : : :

A.T.R. : : : : : : : : : : : : : : : :

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

A/C : : : : : : : : : : : : : : : :

A.T.O. : : : : : : : : : : : : : : : :

A.T.R. : : : : : : : : : : : : : : : :

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
<u>335</u>	<u>T</u>	<u>1063</u>	<u>Abortion</u>	<u># 2 Engine</u>
<u>334</u>	<u>P</u>	<u>0342</u>	<u>Abortion</u>	<u>Cylinder cracked # 2 Engine</u>
<u>335</u>	<u>S</u>	<u>0178</u>	<u>Abortion</u>	<u># 3 Engine</u>
<u>335</u>	<u>P</u>	<u>6080</u>	<u>Abortion</u>	<u>Lack of fuel for power setting necessary</u>
<u>334</u>	<u>D</u>	<u>0120</u>	<u>Abortion</u>	<u># 2 Engine</u>

Authority NM0745005
By KJ NARA Date 02/17/09

"A" GROUP

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

F O R M 3

STATION 119

DATE 30 December 1943

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	777 0731				0800			Landed at Alconbury
334	L 7824	STERN			0801		1633	
	D 0120	LEONARD			0802		1639	# 2 Engine
334	G 1244	HARBOYE			0803		1634	
334	K 9943	HUIE			0804		1629	
335	S 0178	KELLY			0805		1618	# 3 Engine
335	O 7826	TUCKER			0806		1638	
335	N 0809	MCINTYRE			0808		1638	
335	Z 9838	TUBEROSE			0807		1636	
335	T 1063	WALLACE			0808		1038	# 2 Engine
	Q 7756	BUNHAM			0809		1632	
335	X 0181	BURNETTE			0809		1635	
335	Y 7929	FORD			0810		1637	
335	L 7889	HOWERS			0811		1648	
335	P 6080	GINSBERG			0810		1240	Lack of fuel for power setting necessary
334	J 1258	INFIELD			0812		1623	
334	H 1829	LLOYD			0813		1631	

"A" GROUP cont'd

Authority NND745005
By KJ NARA Date 02/17/09

F O R M 3

STATION 119

DATE 30 December 1943

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
334	C	0553	GEIB		0814	1622		
334	W	9924	BRINK		0815	1627		
334	B	0541	STURER		0816	1618	Cylinder cracked & 2 Engine	
335	W	6098	COSTALES		0817	1625		

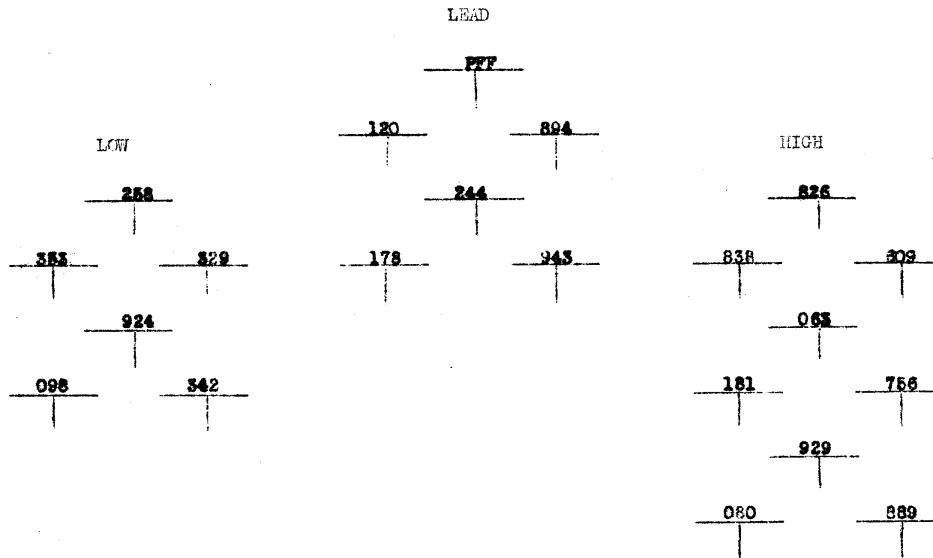
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 Authority NN0745005
 By KJ NARA Date 02/17/09

95TH "A" GROUP
 ASSEMBLY

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

GROUP FORMATION FORM

DATE 30 DECEMBER 1948.



RIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 COMMENTS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

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

APO 634,
1 January 1943.

SUBJECT: S-3 Narrative of Operational Mission - Ludwigshafen - 30 December 1943. 95 "B" Group.

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

1. GENERAL NARRATIVE:

Twenty one A/C and one spare of the 95 "B" Group took off from base at 0830 - 0844. Rendezvous was effected with 95 "A" over the field at 0855.

95 "B" flew in close support of 95 "A" throughout the entire mission with the controlled times approximately the same. Combat Wing formation was maintained on the bombing run.

Returning to base 95 "B" landed at 1638 - 1657 hours.

2. AIRCRAFT NOT ATTACKING:

Twenty one A/C and one spare of 95 "B" took off from base as shown in Diagram A.

The following A/C returned early. # 0322, # 9793, # 1320 returned before leaving the English Coast. # 7876 Returned from 49°42'N 00°22'E. Of the twenty two A/C eighteen dropped bombs in the target area and are credited with sorties. A/C # 0674 which was last in the target area is presumed to have bombed the target. The formation over the target is shown in diagram B. A/C # 7876 is credited with a sortie.

3. AIRCRAFT LOST:

A/C # 0674 which was lost was not identified as any of the A/C in distress.

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

Authority NND745605
By KJ NARA Date 02/17/09

"B" GROUP

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 30 December 1943

TARGET _____

1. 15 C. No. 95 B GROUP POSITION Low GP LEADER Capt OGDEN - 7857 - P - 336
2. TAXI TIME 1st A/C 0815 T.O. 1st A/C 0830 ETD BASE 0855 ETR _____
3. SQUADRON 334 NO. OF A/C _____ CALL SIGNS: W/T PZO

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

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

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

SQUADRON 336 NO. OF A/C 13 CALL SIGNS: W/T JFW

7857 9884 7935 0226 1205 0244 7734 3153 0674 5918 3400 0167 3529

A/C	:	P	:	H	:	K	:	L	:	E	:	M	:	G	:	A	:	G	:	J	:	D	:	H	:	F
A.T.O.	:	0830	:	0831	:	0835	:	0836	:	0922	:	0836	:	0837	:	0838	:	0838	:	0839	:	0840	:	0843	:	0844
A.T.R.	:	1645	:	1644	:	1654	:	1654	:	1628	:	1656	:	1657	:	1652	:	1647	:	1655	:	1643	:	1641	:	

SQUADRON 412 NO. OF A/C 9 CALL SIGNS: W/T JAM

7876 1320 0634 1054 9869 0322 0173 7882 0235 9793

A/C	:	S	:	N	:	O	:	Q	:	R	:	P	:	L	:	T	:	Y	:		:		:		:	
A.T.O.	:	0848	:	0832	:	0833	:	0834	:	0840	:	0841	:	0847	:	0842	:	0948	:		:		:		:	
A.T.R.	:	1229	:	1158	:	1645	:	1647	:	1640	:	1033	:	1639	:	1642	:	1157	:		:		:		:	

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
412	P	0322	:Abortion	: # 1 Engine
412	Y	9793	:Abortion	:
412	M	1320	:Abortion	: Fire in # 2 Engine
412	S	7876	:Abortion	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:

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

"B" GROUP

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

F O R M 3

STATION 119

DATE 30 December 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
336	P	7857	BROWN			0630		1645	
412	S	7876	WOODCOCK			0848		1229	High cylinder head temp., # 2, # 3, & # 4 Engines
3	N	9884	GALLOWAY			0831		1644	
412	M	1320	MILLER			0832		1158	# 2 Engine
412	O	0634	SEGER			0833		1645	
412	Q	1054	WORTHY			0834		1647	
336	K	7955	HEARN			0835		1654	
336	L	0226	MCALLISTER			0836		1654	
412	Y	9793	CONLEY			0948		1157	Couldn't find formation
336	M	0244	JEFFERS			0836		1656	
3	G	7784	CURRENCE			0837		1657	
336	A	3153	DEAN			0838		1652	
336	C	0674	SMITH			0838			Missing
336	J	5918	HIGGINS			0839		1647	
336	D	5400	WESTMEYER			0840		1655	
412	R	9869	ROGERS			0840		1640	
412	P	0322	HIATT			0841		1053	# 1 Engine

**96TH "B" GROUP
ASSEMBLY**

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

GROUP REGULATION FORM

DATE **30 DECEMBER 1945**

LEAD

857

LOW

889

884

876

HIGH

935

520

654

793

826

244

522

084

153

734

178

882

805

167

674

400

918

SPARE

529

EXTERNAL SHIPS

334

335

336

412

BRIEF ON _____
READINESS _____
STATIONS _____
TAXI _____
TANKAGE _____
Priority _____

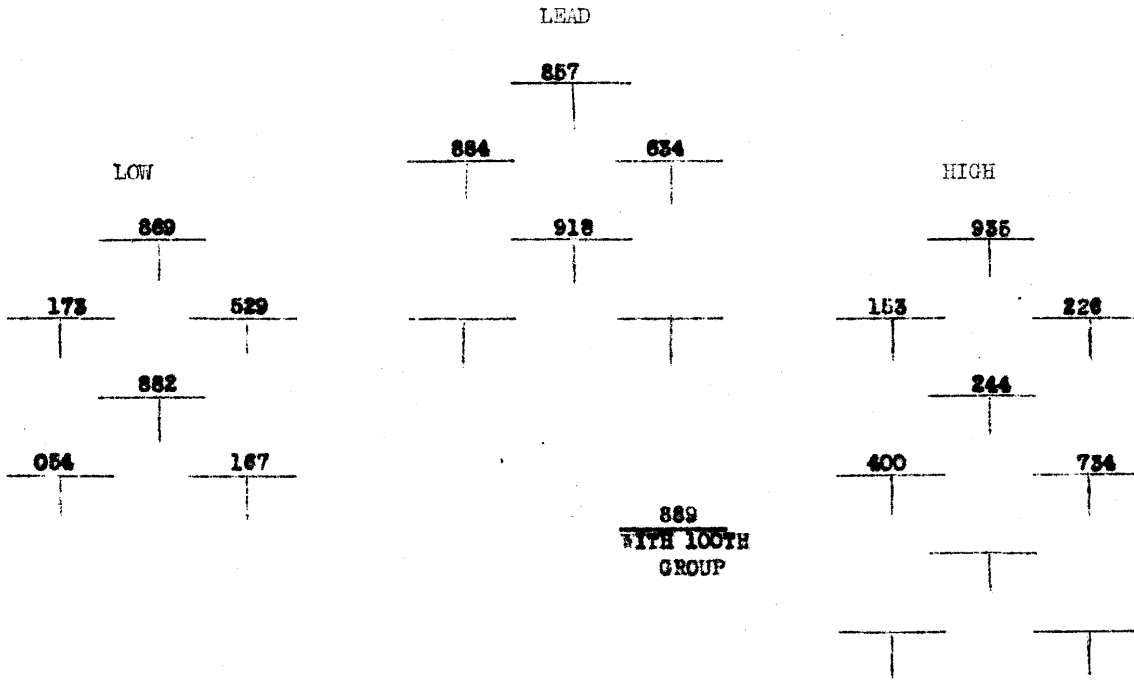
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 Authority NND745005
 By KJ NARA Date 02/17/09

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

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

GROUP FORMATION FORM

DATE 30 December 1943



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

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

STATION WEATHER OFFICER
AAF STATION 119
APO 634

T-A-2

30 December 1943

SUBJECT: Meteorological Interrogation Summary for Mission of 30 December 1943.

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

1. Base at take-off: The time was 0800 hours. There was a trace of altocumulus estimated at 12,000 feet with a visibility of 3 miles at the surface.

2. Route to Target: Conditions over the Base extended to the vicinity of the Thames River where a 5-6/10 stratocumulus formation with tops below 10,000 feet were encountered. This condition prevailed, becoming patchy at times, over the channel and into France as far as Amiens; where the development became heavier and increased to 10/10. From about 3° East to 6° East there were 10/10 heavy and swelling cumulus with tops below 15,000 feet, and 6-8/10 altocumulus with tops below 18,000 feet. From about 6° East to the Target the middle cloud decreased to nil and the tops of the cumulus were below 10,000 feet. The visibility was 10 miles over England, the channel, and western France, and unlimited above the clouds over the remainder of the route.

3. Target area: The time was 1230 hours. 10/10 cumulus with tops below 10,000 feet. The visibility was unlimited above the clouds.

4. Return route: Generally the same as the route to Target in reverse.

5. Base on return: The time was 1630 hours. Heavy cumulus development over the coast to the north and east; nil cloud over the Base on return. The visibility was 5-6 miles at the surface.

6. Remarks: The temperature was about -30° C at 23,000 feet. The winds checked very well. There were no contrails at 23,000 feet, but moderately persistent contrails were produced by fighters above 30,000 feet.

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

Walter S. Mills, Jr.
WALTER S. MILLS, JR.,
1st Lt., Air Corps,
Staff Weather Officer.

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

APO 634
3 January 1944

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

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

1. The lead group, Ninety Fifth "A" Group, took off at 0800 hours and assembled above the field at 3000', circling while Ninety Fifth "B" Group took off and assembled below. We climbed in Combat Wing formation, and met the rendezvous on control time at 16000 feet over Buncher # 8.

2. The climb was again started at Gravesend, and some off-course turns had to be made near the coast in order to fall into correct Wing formation. We crossed Beachy Head at 1052 hours at 20500 feet. The enemy coast was crossed near PeCamp at 1112, and we were able to do very little pilotage from this point. Several points were picked up by the Radar Operator, but all were indistinct.

3. At the approximate I.P., the radar operator picked up the wrong town (Darmstadt) and started a run, but soon picked up the primary target, and the bombs were dropped at 1245½ hours on a magnetic heading of 255°.

4. After bombs away, the approximate briefed course was flown to the coast with minor changes to avoid flak areas. The enemy coast was crossed at 4953N 0046E and the descent begun at this point. The English coast was crossed at Rye and we arrived at the base at 1621.

**THEODORE W. BOZARTH
2nd Lt., Air Corps,
Lead Navigator.**

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

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

APO 634
1 January 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Group, Mission of 30 December 1943, Ludwigshafen.

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

1. The Ninety Fifth Group "B" took off at 0830 hours and assembled over the field. We climbed in echelon below Ninety Five "K" Group, and followed them in formation during the entire mission as low group of 13th "E" Combat Wing.

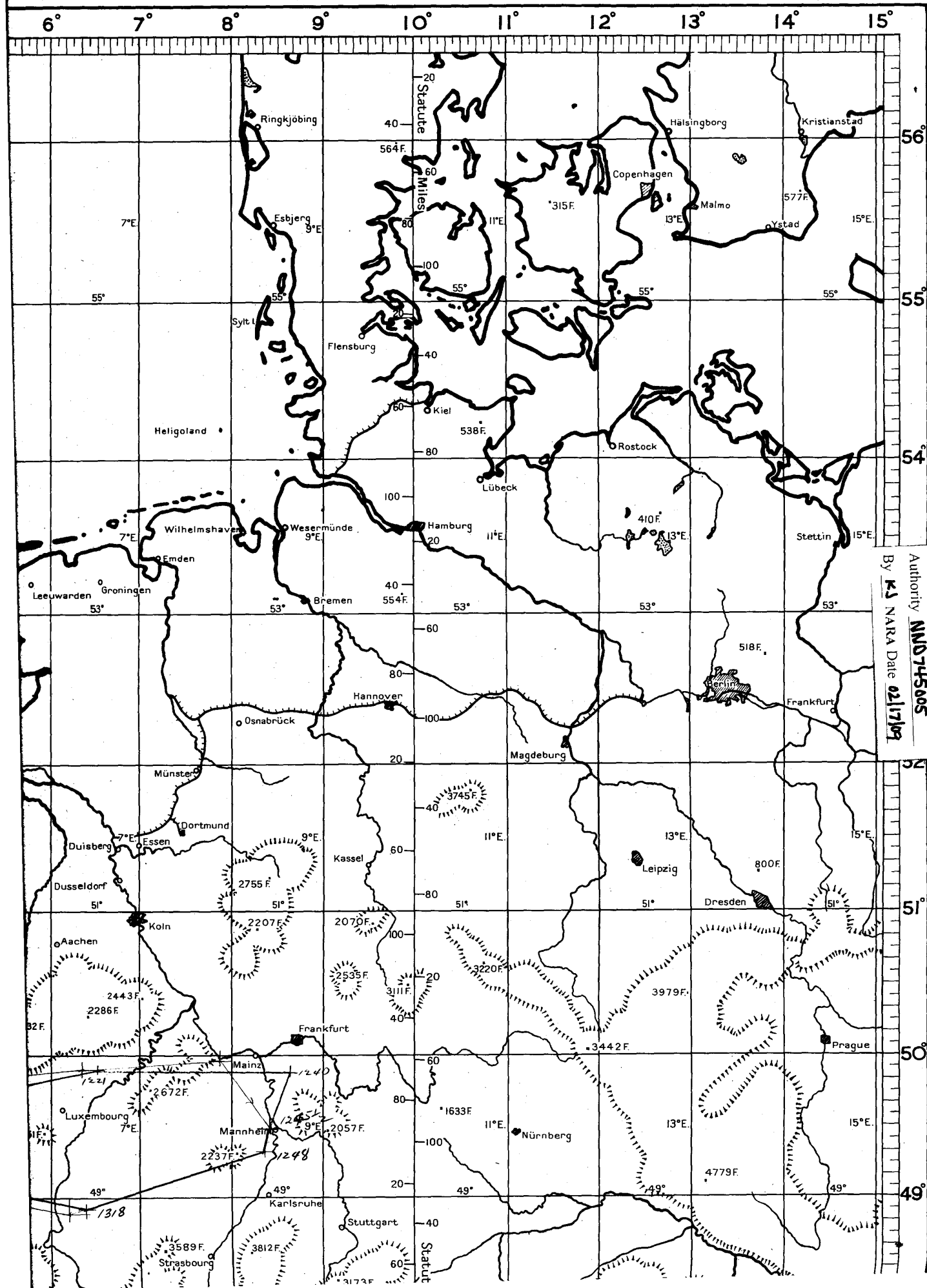
2. The Wing rendezvous was completed at Gravesend, and the climb began. We crossed the coast at 1052 at Beachy Head, and the enemy coast at 4949N 0030E at 1112 hours. One thousand feet of altitude was gained at this time to bombing altitude.

3. The target was bombed at 1245 $\frac{1}{2}$ hours on a magnetic heading of 252°. The briefed course was followed very well, and descent was begun at the enemy coast at 4955N 0046E.

4. The English coast was crossed at Rye at 1535 hours, and a direct course flown to the base.

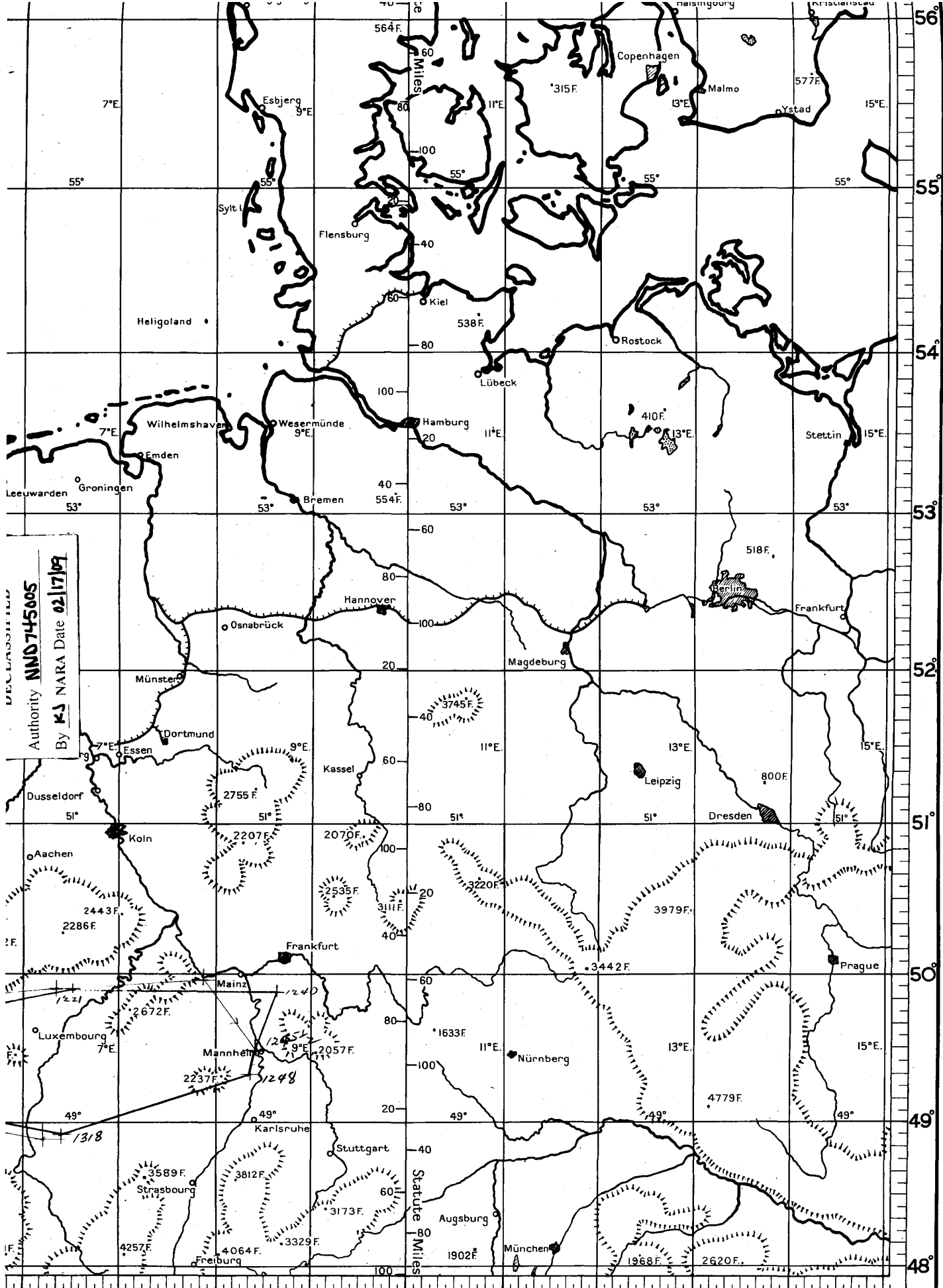
MALCOLM D. DURR
2nd Lt., Air Corps,
Lead Navigator.

DECLASSIFIED
Authority **NND745605**
By **KJ NARA** Date **02/17/09**



Authority **NND 745605**
 By **KJ NARA** Date **02/17/89**

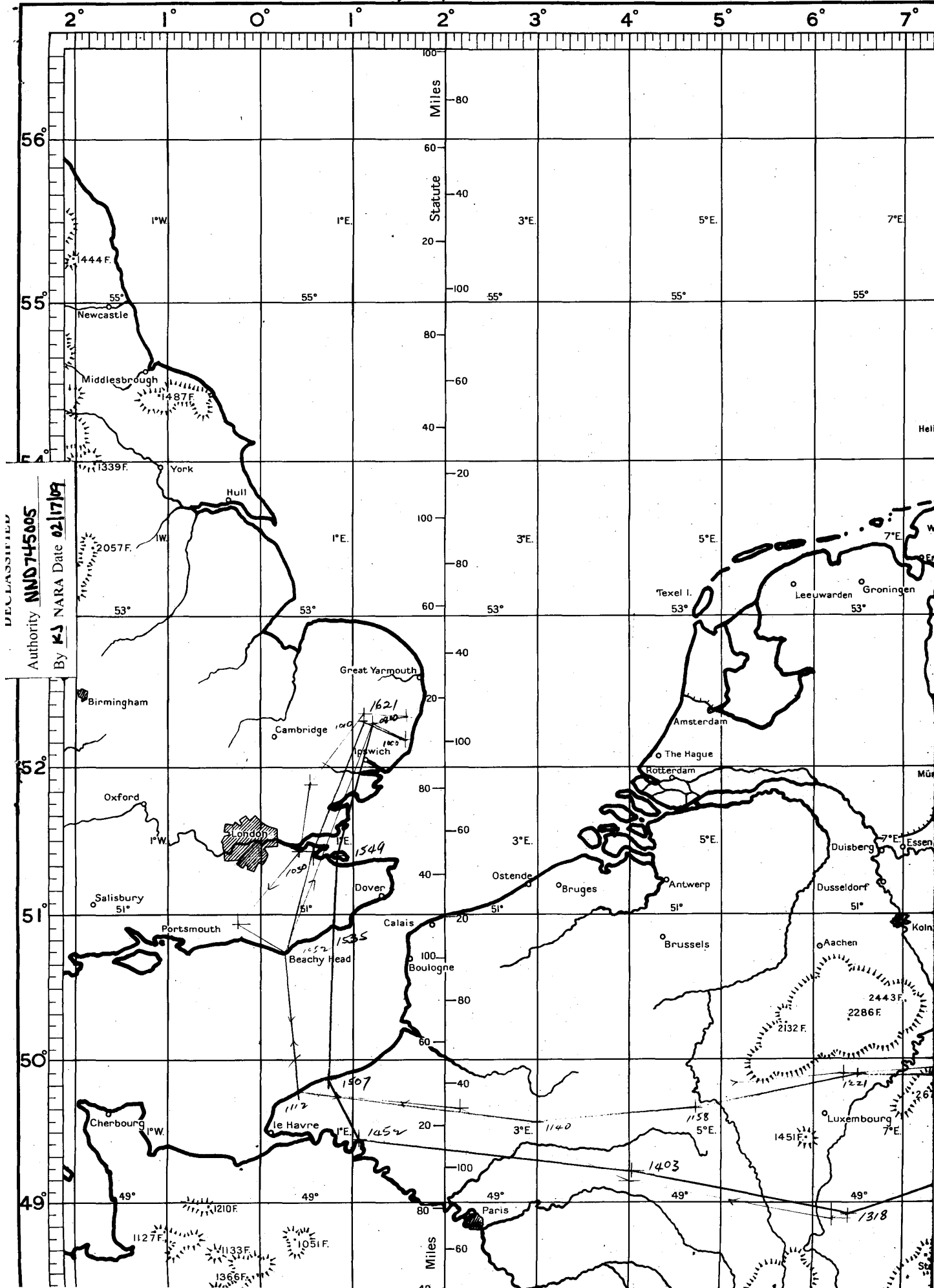
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DECLASSIFIED
 Authority NND 745005
 By KJ NARA Date 02/17/09

6° 7° 8° 9° 10° 11° 12° 13° 14° 15°

S IN FEET



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

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

APO 634
31 December 1945

**SUBJECT: Lead Bombardier's Narrative, Ninety Fifth A Group, Mission of
30 December 1945, Ludwigshafen.**

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

1. Bombing Approach and Run - Ninety Fifth "A" Group was led by A/C No. 0751 of 482nd Bomb Group (H). It was a P.F.F. ship and as he landed at his home base it is impossible to give his narrative at this time.

2. Bomb Disposition - Fifteen A/C plus a P.F.F. aircraft passed over target. Fifteen of these A/C were each loaded with 10 x 500# AN-M43 bombs and P.F.F. carried 6 x 500# AN-M43 and his markers. The bombs were 1/10 nose and 1/40 tail fused. Total number of bombs dropped at primary were 156. Three A/C No. 0542, 120, 1063, returned their bombs to the base. A/C No. 080 and 0178 jettisoned their bombs in the channel.

3. Types of release - Of 156 bombs dropped at primary 113 were released by intervalometer, (80 ft. interval), 30 were toggled, and 7 were salvoed armed. Type of release of P.F.F. is not known.

4. Tabular Summary -

	Aircraft		Bombs			Fuses	
	Over Tar.	Bombing	No.	Size	Type	Nose	Tail
Main Bombfall, Ludwigshafen	15	15	150	500#	M-43	1/10	1/40
Total bombs on Target			150	"	"	"	"
Other bomb expenditures			20	"	"	"	"
Total Bombs returned			30	"	"	"	"
Total (loaded on A/C taking off)			200	500#	M-43	1/10	1/40

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

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

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

APO 654
31 December 1943

SUBJECT: Bombardier's Narrative, Ninety Fifth "B" Group, Mission of
30 December 1943, Ludwigshafen.

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

1. Bombing Approach and Run - At the I.P. a turn of about 60° was made to the right. P.F.F. leading the Combat Wing 13"B" fired his flares and opened his bomb bays. Leader of 95"B" fired his flares and opened his bomb bays. The cloud was 10/10 undercast and bombardier saw he would have to bomb on S.O.P. of P.F.F. He watched P.F.F. and saw parachute flares and smoke bombs fall. With a stop watch he timed his release five seconds beyond markers indicating bomb release line. Flak over primary was concentrated but no fighter attacks were made on bombing run.

2. Disposition of Bombs - Seventeen A/C were in the formation as it went over the target. Of these 17 A/C, 16 were loaded with 40 x 100# incendiary and one A/C with 10 x 500# G.P. bombs. The 500# bombs were 1/10 nose and 1/40 tail fused. Total number of bombs dropped on primary were 640 incendiary and 10 G.P. Two A/C No. 7876 and A/C 793 returned their bomb loads to base. A/C No. 1320 and A/C 322 jettisoned bombs in the channel. The disposition of bombs on A/C No. 0674 is not known as it is missing.

3. Types of Release - Of the 650 bombs dropped on primary 490 were released by intervalometer (50 ft. interval) and 160 were toggled. Type of release on A/C No. 0674 is not known.

4. Tabular Summary -

	Aircraft		Bombs			Fuze	
	Over.	Tar. Bombing.	No.	Size	Type	Nose	Tail
Main bombfall Ludwigshafen	17	17	640	100#	M47A1	Standard	
			10	500#	M-43	1/10	1/40
Total No of bombs on target.			650				
Other expenditures			80	100#	M47A1	Standard	
Bombs Returned			80	100#	M47A1	Standard	
Total No of bombs on A/C taking off.			800	100#	"	"	
			10	500#	M43	1/10	1/40

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

Authority NND7455005
 By KJ NARA Date 02/17/09

DECLASSIFIED

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

30 December 1943.

SUBJECT: Mission Expenditure Report for 30 December 1943.

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

1. Following is the expenditure report for 30th 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 | |
| | 64 Lower Turret Guns 1220 |
| | 64 Upper Turret Guns 850 |
| | 32 Left Waist Guns 475 |
| | 32 Right Waist Guns 490 |
| | 32 Radio Guns 485 |
| | 32 Left Nose Guns 410 |
| | 32 Right Nose Guns 360 |
| | 32 Center Nose Guns 470 |
| | 64 Tail Guns 1200 |
| e. Total number of guns | 384 |
| f. Total number of rounds fired | 5,960 |
| g. Two abortive aircraft salvaged 40-M47A1 Incendiaries each. Two abortive aircraft salvaged 10-500 lb. Demolition bombs each. | |
| h. Aircraft number 30674 reported missing loaded with 40-M47A1 Incendiary bombs and 7,000 rounds of Cal. 50 AP. | |
| i. Total number of rounds expended | 12,960 |
| j. Total number of bombs expended 180-500 lb. Demolition bombs and 758-M47A1 Incendiary bombs. | |

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

Authority NN0745005
By KJ NARA Date 02/17/09

~~CONFIDENTIAL~~

~~(EQUALS BRITISH SECRET)~~

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

(J-1)

AFO 634
December 31 1949

SUBJECT: Operational Communications

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

1. Of the forty-three (43) crews that went on the mission, forty (40) were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

(a) 335-T (Radio Compass/broken loop antenna)

(b) 336-K (VHF/dynamotor burned out)

(c) 336-L (GEE/antenna cable grounded)

(d) 336-P (One Interphone Position/tail gun button assembly broken loose)

(e) 412-R (Liaison Receiver/antenna lead-in broken loose)

3. The following navigational aids were used successfully:

(a) Twenty-eight (28) A/C used Splashers and Bunchers for assembly and homing

(b) 334-D, 335-P, 336-P, 412-P, 412-Y, 334-K each obtained one (1) QDM on home station; 335-T obtained four (4) QDMs on home station

(c) Fourteen (14) A/C used Station 7000

4. Strike message was sent by PFF. No reason was given for message being sent late. VHF chatter was considerably reduced. There were favorable reports on the reception of navigational aids and Division Ground Station.

Authority NND745005
By KJ NARA Date 02/17/09

RICHARD P. KNOX
Captain, A. C.
Communications

~~CONFIDENTIAL~~

~~(EQUALS BRITISH SECRET)~~

CONFIDENTIAL

(EQUALS BRITISH SECRET)

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

(J-1)

AFO 634
December 31 1943

SUBJECT: Operational Communications

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

1. Of the forty-three (43) crews that went on the mission, forty (40) were available for interrogation by the Communications Officer.

2. Mechanical and electrical failures were as follows:

- (a) 335-T (Radio Compass/broken loop antenna)
- (b) 336-K (VHF/dynamo motor burned out)
- (c) 336-L (GEE/antenna cable grounded)
- (d) 336-P (One Interphone Position/tail gun button assembly broken loose)
- (e) 412-E (Liaison Receiver/antenna lead-in broken loose)

3. The following navigational aids were used successfully:

- (a) Twenty-eight (28) A/C used Splashers and Bunchers for assembly and homing
- (b) 334-D, 335-P, 336-P, 412-P, 412-Y, 336-K each obtained one (1) CDI on home station; 335-T obtained four (4) CDIs on home station
- (c) Fourteen (14) A/C used Station 7000

4. Strike message was sent by HFF. No reason was given for message being sent late. VHF chatter was considerably reduced. There were favorable reports on the reception of navigational aids and Division Ground Station.

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

RICHARD F. HOOK
Captain, A. C.
Communications

CONFIDENTIAL

(EQUALS BRITISH SECRET)

1226
1720
1080
2846
1220
1614

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

30 December 1943.

SUBJECT: S-2 Report for 95A Group.

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

1. Twenty A/C and one PFF of 95A Group took off at 0806 hours on the 30th December 1943 to attack a target in Ludwigshafen, Germany.

2. The following A/C returned early:

#0178	5120N0015E	1055hrs.	#3 Supercharger failed.
#1063	Southhold	0955hrs.	#2 Engine failure
#30342	Beachyhead	1040hrs.	#2 Engine failure
✓ #120	4942N0210E	1140hrs.	#2 Engine failure
#080	5 mi.S/O Dieppe	1118hrs.	46" Vacuum.

3. PFF and fifteen A/C dropped 10x500# bombs each on the target thru a 10/10ths undercast with unobserved results.

4. Fighter support was reported as excellent and as briefed. Enemy fighters made no attacks on this Group and a maximum of 20 E/A were reported as observed.

5. Flak was meagre except in target area where a moderate barrage was encountered. This barrage was fairly accurate up to 22,500 feet.

6. All attacking A/C returned to home base and landed at approximately 1630 hours.

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

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

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

30 December 1943

SUBJECT: S-2 Report for 95B Group.

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

1. Twenty Two A/C of 95B Group took off between 0830 and 0948 hours on the 30th December 1943 to attack a target in Ludwigshafen, Germany.

2. The Following A/C returned early:

#322	52° 37' N 01° 38' E	0944	#1 Oil cooler leaked, pressure down to zero
#793	5058N0050E	1005	Changed A/C and could not catch up.
#320	Hastings	1048	Two engines in poor condition.
#876	4942N0022E	1114	Engines overheating less of power.
#			

3. Seventeen A/C dropped 10X500# G.P. and 720X100# Incd., in the target area with unobserved results due to 10/10ths cloud cover.

4. Fighter support was of the usual superior quality with Spit IXs, P-47s and P-51s. E/A made only one attack on this Group. A maximum of 25 E/A all single engine were reported.

5. Anti-aircraft fire was meagre except in the target area where a moderate barrage was encountered.

6. All attacking A/C, except 0674, returned safely to base, landing between 1622 and 1648 hours.

7. The loss of A/C 0674 was not indentified on any of the reports of A/C in distress.

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

Authority NND745605
By KJ NARA Date 02/17/09

24

TIM
FILED

MESSAGE CENTER
NUMBER **0518 D** HOW
SENT

Above Line for Use of Message Center Only.

Submit to Message Center in Duplicate.

MESSAGE

DEGREE OF SECRECY			PRECEDENCE				
Restricted	Confidential	Secret X	Deferred	Routine	Priority X	Operational Priority	Urgent
Writer Will Initial One Block			Writer Will Initial One Block				

No. _____ Above line for use of operator only DATE **30 December 1943**

TO **A-2 OF 13TH CBW & 3 BD**

103A 95 (A) LUDWIGSHAFEN, GERMANY 30 DECEMBER 1943

S-1 --1. ALONG BRIEFED COURSE IN ENEMY TERRITORY.

- 2. 1145 - 1508
- 3. 14 MOSTLY FW190, BALANCE MELO9S.
- 4. NO ENCOUNTERS
- 5. NO ATTACKS ON THIS GROUP
- 6. NONE

7. ONE ATTACK BY FW190S ON B-24 GROUP FOLLOWING 95A. ATTACK FR
OCLOCK LOW, CLIMBING THRU FORMATION. ANOTHER HEADON ATTACK SAME B-24
BY 6 MELO9S WITH ROCKETS FIRING IN LINE AND BREAKING AWAY TO LEFT AND
(ROCKETEERS FROM THE FRONT).

**S-2 --AT LA FERRE, FRANCE ON ROUTE IN THERE WAS A MEAGRE BUT ACCURATE
AT 23000 FEET.**

OVER WIESBADEN OR MAINZ ANOTHER MEAGRE BUT FAIRLY ACCURATE BARRAGE WA
SENT UP JUST TO LEFT OF THIS FORMATION AT 23000 FEET.

OVER DARMSTADT THERE WAS REPORTED A MEAGRE CONCENTRATION OF FIRE AT
22000 FEET, DIRECTED AT GROUP FOLLOWING.

(CONT.)

OFFICIAL DESIGNATION
OF SENDER:

TIME SIGNED:

Authorized to be
sent in clear:

L. S. Wheaton

Signature and
grade of writer:

L. S. Wheaton

Signature of Officer:

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

IN TARGET AREA THERE WAS A MODERATE QUANTITY OF AA FIRE SEEMINGLY DIRECTED AT GROUPS FOLLOWING MORE THAN AT 95A.

ON ROUTE BACK THERE WAS A MEAGRE BARRAGE FROM SAARBRUCKEN AT 23000 FEET OUT OF RANGE TO THE LEFT. THIS MAY HAVE BEEN A DETERRENT BARRAGE.

MEAGRE FIRE, POSSIBLY FROM A FLAK SHIP OR SMALL CONVOY WAS REPORTED FROM JUST NORTH OF FECAMP, AT 23000 FEET.

S-3 - 1. NONE

2. B-17 FROM EITHER 385TH OR 94TH GROUP SEEN FALLING APART IN FLAMES AND EXPLODING AT 1240 HOURS JUST NORTH OF LUDWIGSHAFEN. NO CHUTES WERE SEEN. 4910N-0750E - 2 P-47S SEEN COLLIDING AT 1255 ONE SPUN DOWN OUT OF CONTROL. NO CHUTES SEEN.

S-4 - NONE

S-5 - NOT AVAILABLE.

S-6 - AT FECAMP, IN INNER HARBOR, MANY BARGES SEEN.

CREWS REPORT THAT FLAK FIRE OVER TARGET DID NOT OCCUR TILL BOMBS WERE DROPPED.

S-7 - RESULTS OF BOMBING UNOBSERVED DUE TO UNDERCAST.

S-8 - NONE

S-9 - A-20 PLUS PFF

B-20 PLUS PFF

C-4 4

1) 4

2) NONE

3) NONE

4) NONE

5) NONE

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

103A 23 27

D-521-2

X

X

30 DECEMBER 1943

A-2 OF 13TH CBW & 3 BD

103A 95B LUDWIGSHAFEN, GERMANY 30 DECEMBER 1943

S-1 - 1.OVER FRANCE & TARGET AREA

2.1145 TO 1445

3.MAXIMUM 25, SIX MELO9E OTHERS FW190 OR UNIDENTIFIED

4.ONE ATTACK ON THIS GROUP. THREE MELO9 IN FILE MADE A SINGLE PASS FROM S LIGHTLY BELOW AT 5 OCLOCK AND BROKE AWAY AT 1000 YARDS.

5.NONE

6.NONE

7.NONE

S-2 - MEAGRE CONTINUOUS FOLLOWING ACCURATE UP TO 22000 FEET BUT AHEAD THIS GROUP, REPORTED FROM LAON ATHIES.

FROM MAINZ OR WIESBADEN A MEAGRE BUT FAIRLY ACCURATE BARRAGE WAS REPORTED SHOOTING TO LEFT OF THIS GROUP BUT ACCURATE AT 22000 FEET.

OVER DARMSTADT A MEAGRE COMBINATION OF DETERRENT BARRAGE AND OUT-OF-RANGE CONTINUOUS FOLLOWING FIRE WAS REPORTED BEHIND THIS GROUP.

IN TARGET AREA A MODERATE BARRAGE ENCIRCLING THIS GROUP, WAS REPORTED FROM SAARBRUCKEN AT ALTITUDE OF 22000 FEET.

ON ROUTE BACK A MEAGRE OUT OF RANGE DETERRENT BARRAGE WAS REPORTED

Authority NND 745005
By K-1 NARA Date 02/17/09

DIRECTED FROM SAARBRUCKEN. THIS WAS ACCURATE FOR LOW SQUADRON AT 21000 FT.

JUST WEST OF FECAMP THERE WAS MEAGRE FIRE FROM A FLAK SHIP OR SMALL CONVOY, GOING UP TO 22000 FEET.

NONE OF OUR A/C WAS HIT ON THIS MISSION.

S-3 A-(1) 95B, 0674

(2) LAST SEEN UNDER CONTROL ENTERING CLOUDS BELOW.

(3) 1243 HOURS JUST BEFORE TARGET

(4) 1243

(5) NO CHUTES SEEN

(6) NONE

B*(1) UNIDENTIFIED B-17

(2) BROKE IN HALF

(3) JUST BEFORE TARGET

(4) 1244

(5) NO CHUTES REPORTED

(6) HIT PROP WASH AND STALLED OUT, DID A SLOW ROLL, BROKE IN HALF,
CAUGHT ON FIRE.

B-(1) TWO UNIDENTIFIED P-47S

(2) ONE DOWN IN FLAMES

(3) 4900N - 0500E

(4) 1255

(5) NO CHUTES

(6) RESULT OF A COLLISION

B-(1) UNIDENTIFIED B-24

(2) OUT OF CONTROL

(3) BEFORE TARGET

(4) 1145

(5) NO CHUTES

(6) 3 E/A ATTACKING

DECLASSIFIED
Authority NND 745 605
By KJ NARA Date 02/17/09

103A

95B

LUDWIGSHAPEN, GERMANY (CON)

30-12-43

S-4 - NONE

S-5 - NOT AVAILABLE

S-6 - POSSIBLE TROOP CONCENTRATIONS IN VICINITY OF 4930N - 0145E.

FRESH PAINT OR NEW ROOF ON FACTORY AT 1426 HOURS. BARRAGE BALLOONS NEAR PARIS AT 4910N - 0400E. TWO PARACHUTES ABOUT 8000 FEET JUST EAST OF RHEIMS. POSSIBLE CRUISER ON SEINE RIVER NEAR ROUEN HEADING SOUTHEAST AT 1440 HOURS. FIVE OR SIX GREENISH YELLOW STREAKS RISING FROM GROUND, THRU OVERCAST, PASSING ABOVE GROUPS, LOB OVER AND DOWN AGAIN. LOOKED LIKE SKY ROCKETS.

S-7 - RESULTS UNOBSERVED

S-8 - USUAL SUPERIOR FIGHTER SUPPORT FROM P-47, P-51 AND SPITS - REPEATED REQUEST FOR EXTRA OXYGEN MASKS AND OUTLETS.

S-9 - A-TWENTY TWO

B-NINETEEN

C-TWO

- (1) ONE
- (2) NONE
- (3) NONE
- (4) NONE
- (5) ONE

DECLASSIFIED
Authority MM0745005
By KJ NARA Date 02/17/09

E
V USTHE
USTHE THE TH THE KKKK

THE-OIHRM V HRM NR 27 P
T THE
OIHRM

FROM HRM 30/2313A
TO THE-3BD ATTN: A-2
OIHRM-13TH CBW ATTN: A-2
SECRET 95BG D521D
SENT IN CLEAR AUTH. LT. WHEATON.

103A 95B LUDWIGSHAFEN, GERMANY 30 DECEMBER 1943

S-1 - 1. OVER FRANCE & TARGET AREA
2. 1145 TO 1445
3. MAXIMUM 25, SIX ME109E OTHERS FW 190 OR UNIDENTIFIED
4. ONE ATTACK ON THIS GROUP. THREE ME 109 IN FILE MADE A SINGLE
PASS FROM SLIGHTLY BK BELOW AT 5 OCLOCK AND BROKE AWAY AT 1000 YN
YARDS.

5. NONE
6. NONE
7. NONE

S-2 - MEAGRE CONTINUOUS FOLLOWING ACCURATE UP TO 22000 FEET BUT AHEAD
THIS GROUP, REPORTED FROM LAON ATHIES.

FROM MAINZ OR WIESBADEN A MEAGRE BUT FAIRLY ACCURATE BARRAGE WAS
REPORTED SHOOTING TO LEFT TO THIS GROUP BUT ACCURATE AT 22000 FEET.

OVER DARMSTADT A MEAGRE COMBINATION OF DETERRENT BARRAGE AND OUT-
OF-RANGE CONTINUOUS FOLLOWING FIRE WAS REPORTED ~~BEHIND~~ BEHIND THIS
GROUP.

IN TARGET AREA A MODERATE BARRAGE ENCIRCLING THIS GROUP, WAS
REPORTED FROM SAARBRUCKEN AT ALTITUDE OF 22000 FEET.

ON ROUTE BACK A MEAGRE OUT OF RANGE DETERRENT BARRAGE WAS
REPORTED DIRECTED FROM SAARBRUCKEN. THIS WAS ACCURATE FOR LOW SQUADRON
AT 21000 FT.

JUST WEST OF FECAMP THERE WAS MEAGRE FIRE FROM A FLAK SHIP OR
SMALL CONVOY, GOING UP TO 22000 FEET.

NONE OF ~~THE~~ OUR A/C WAS HIT ON THIS MISSION.

S-3 A-(1) 95B, 2674
(2) LAST SEEN UNDER ~~KNOW~~ CONTROL ENTERING CLOUDS BELOW.
(3) 1243 HOURS JUST BEFORE TARGET
(4) 1243
(5) NO CHUTES SEEN
(6) NONE

B-(1) UNIDENTIFIED B-17
(2) BROKE IN HALF
(3) JUST BEFORE TARGET
(4) 1244
(5) NO CHUTES REPORTED
(6) HIT PROP WASH AND STALLED OUT, DID A SLOW ROLL, BROKE IN
HALF, GAUGHT ON FIRE.

B-(1) TWO UNIDENTIFIED P-47S
(2) ONE DOWN IN FLAMES
(3) 4900N-0500E
(4) 1255
(5) NO CHUTES
(6) RESULT OF A COLLISION

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

PASS FROM SLIGHTLY BK BELOW AT 5 OCLOCK AND BROKE AWAY AT 1000 YD YARDS.

- 5. NONE
- 6. NONE
- 7. NONE

S-2 - MEAGRE CONTINUOUS FOLLOWING ACCURATE UP TO 22000 FEET BUT AHEAD OF THIS GROUP, REPORTED FROM LAON ATHIES.

FROM MAINZ OR WIESBADEN A MEAGRE BUT FAIRLY ACCURATE BARRAGE WAS REPORTED SHOOTING TO LEFT TO THIS GROUP BUT ACCURATE AT 22000 FEET.

OVER BARNSTADT A MEAGRE COMBINATION OF DETERRENT BARRAGE AND OUT-OF-RANGE CONTINUOUS FOLLOWING FIRE WAS REPORTED BEHIND THIS GROUP.

IN TARGET AREA A MODERATE BARRAGE ENCIRCLING THIS GROUP, WAS REPORTED FROM SAARBRUCKEN AT ALTITUDE OF 22000 FEET.

ON WAY BACK A MEAGRE OUT OF RANGE DETERRENT BARRAGE WAS REPORTED DIRECTED FROM SAARBRUCKEN. THIS WAS ACCURATE FOR LOW SQUADRON AT 21000 FT.

JUST WEST OF FECAMP THERE WAS MEAGRE FIRE FROM A FLAK SHIP OR SMALL CONVOY, GOING UP TO 22000 FEET.

NONE OF OUR A/C WAS HIT ON THIS MISSION.

S-3 A-(1) 95B, #674

(2) LAST SEEN UNDER OWN CONTROL ENTERING CLOUDS BELOW.

(3) 1243 HOURS JUST BEFORE TARGET

(4) 1243

(5) NO CHUTES SEEN

(6) NONE

B-(1) UNIDENTIFIED B-17

(2) DOWN IN FLAME

(3) HIT BEFORE TARGET

(4) 1243

(5) NO CHUTES REPORTED

(6) HIT FROM WASH AND STALLED OUT, DID A SLOW ROLL, BROKE IN FLAME, SAUGHT ON FIRE.

B-(1) TWO UNIDENTIFIED P-47S

(2) DOWN IN FLAMES

(3) 1243

(4) 1243

(5) NO CHUTES

(6) RESULT OF A COLLISION

B-(1) UNIDENTIFIED B-24

(2) OUT OF CONTROL

(3) BEFORE TARGET

(4) 1243

(5) NO CHUTES

(6) 3 BK E/A ATTACKING

S-4 - NONE

S-5 - NOT AVAILABLE

S-6 - POSSIBLE TRAP CONCENTRATIONS IN VICINITY OF 4930N-0145E.

FRENCH PAINT ON THE ROOF ON FACTORY AT 1426 HOURS. BARRAGE BARRAGE NEAR PARIS AT 1426 HOURS. TWO PARACHUTES ABOUT 8000 FEET JUST EAST

RHEIMS. POSSIBLE COLLISION OR SEINE RIVER NEAR ROUEN HEADING SOUTHWEST

1440 HOURS. FIVE OR SIX GREENISH YELLOW STREAKS RISING FROM GROUND THRU OVERCAST, FALLING ABOVE GROUPS, LOB OVER AND DOWN AGAIN, LOOKED LIKE SKY ROCKETS.

S-7 - RESULTS UNSURE

S-8 - HENNY USUAL SUPPORT FIGHTER SUPPORT FROM P-47. REPEATED REQUEST FOR EXTRA BURNING MASKS AND OUTFITTERS.

S-9 - A-TWENTY TWO

B-NINETEEN

C-TWO

(1) ONE

(2) NONE

(3) NONE

(4) NONE

(5) ONE

AS

FAW AR

THE R..... 302336A DEF AR

OLHRM R..... 302336A MADE AR

DECLASSIFIED

Authority NND 745005

By KJ NARA Date 02/17/09

SECRET 9586 D5188 AUTHORIZED TO BE SENT IN CLEAR BY LT. WHEATON

93A & PFF LUDWIGSHAFEN, GERMANY

30 DECEMBER 1943

A-93A
B-13
C-15
D-0
E-0
F-0
G-4
H-0
I-0
J-0
K-0

P-2 - 20X500 NO. G.P.
Q-0-0-1-0
R-0-0-0

A-PFF
B-1
C-1
D-0
E-0
F-0
G-0
H-0
I-0
J-0
K-0

P-XXXX P-0
Q-0-0-0-0
R-0-0-0

L-1246
M-23000
N-150X500NO.
N-1 - 190X500NO.
N-2 - 0
O-2 - 20X500NO.

L-1246
M-23000
N-6X500NO.
N-1 - 6X500NO.
N-2
O-0

BT 30/2200A
AS

CC IN HEADING INSERT AFTER AUTHORIZATION ATT: A-2
CC SECOND TO LAST LINE N-2-0 NOT N-2 AS SENT

HIT BBB

QIHRM 4.....1.....302210 WADE AR KKK

Authority
By KS N
DE

THE V HRM NR 25 P
T THE
O1HRM

FROM HRM 30/2200A
TO THE- A-2 3 BD
O1HRM- A-2 13TH CBW
SECRET 95BG D519D

SENT IN CLEAR AUTH. LT. S.R. WHEATON

103A	95A AND PFF	LUDWIGSHAFEN, GERMANY	30 DECEMBER
A-95A	P- 2 - 20X500 NO. G.P.	A-PFF	P-0
B-19	Q- 0-0-1-0	B-1	Q-0-0-0-0
C-15	R- 0-0-0	C-1	R- 0-0-0
D-0		D-0	
E-0		E-0	
F-0		F-0	
G-4		G-0	
XXXX			
H-0		H-0	
I-0		I-0	
J-0		J-0	
K-0		K-0	
L-1246		L-1246	
M-23000		M-23000	
N-150X500 NO.		N-6X500 NO.	
N-1 -190X500 NO.		N-1 - 6X500 NO.	
N-2-0		N-2-0	
O-2-20X500 NO.		O-0	

AS
29 DECEMBER 1943 (RPT) 1943
FAW AR

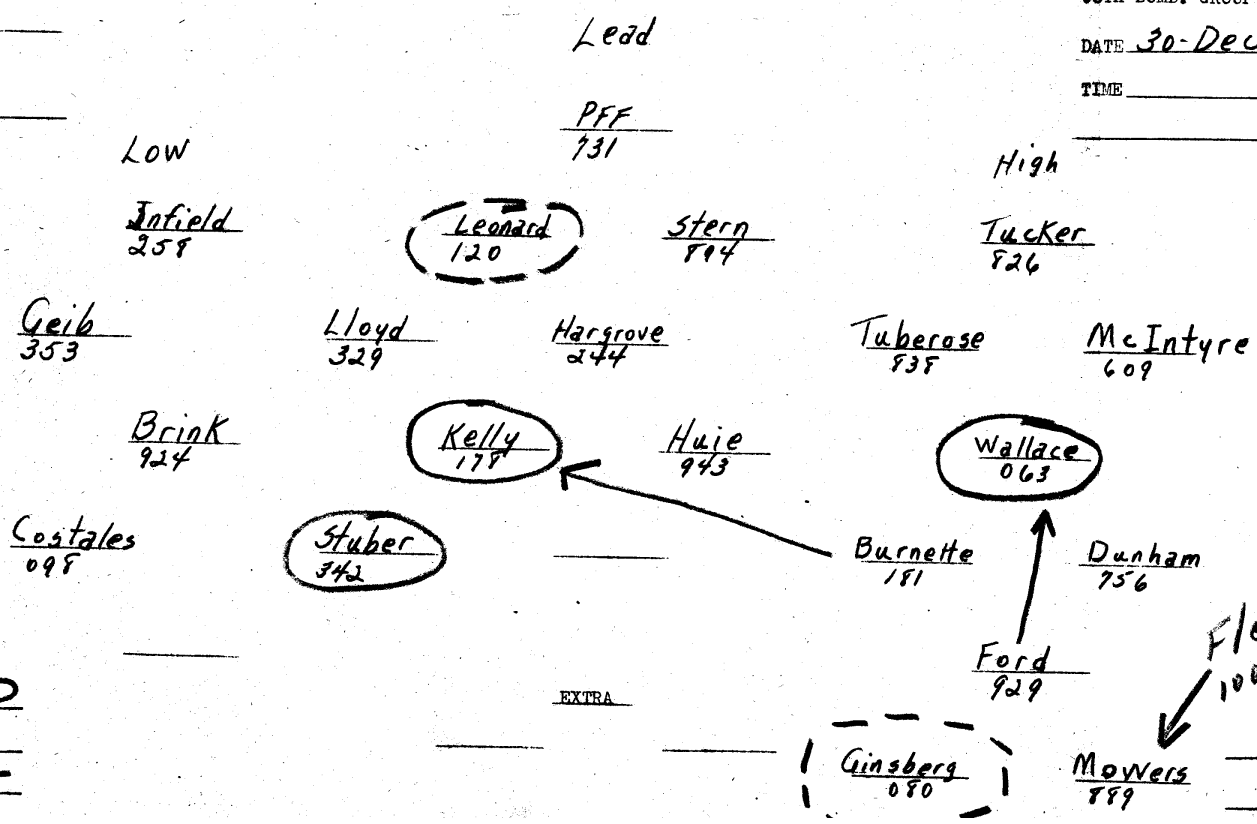
THE R.....30/2215A FD AR

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

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Authority NND745005
By K3 NARA Date 02/17/09

FORMATION DIAGRAM
98TH BOMB. GROUP (H)
DATE 30-Dec-43
TIME _____

A.T.F. _____
C.W. _____



ABORTIVE 0
MISSING _____
CHANGES 1

B

A.T.F.

C.W.

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

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 30 Dec-43

TIME _____

Lead

Brown
857

High

Low

Rogers
869

Callaway
884

Woodcock
876

Hearn
935

Newsom
173

Hiatt
322

Miller
320

Conley
793

McAllister
226

Batcha
882

Worthy
054

Seeger
634

Jeffers
244

McGuigan
205

Hamby
167

Dean
153

Currence
734

EXTRA

Cavalier
529

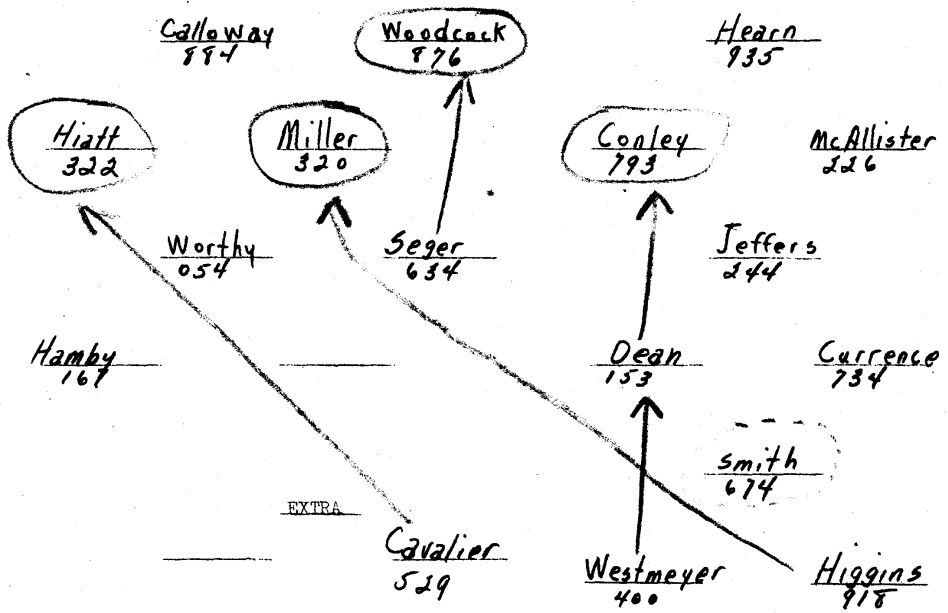
Westmeyer
400

smith
674

EXTRA A/C

Higgins
918

ABORTIVE ○
MISSING ⋯
CHANGES —



CONFIDENTIAL

L. Grevitt

HEADQUARTERS
VIII BOMBER COMMAND
APO 634

BOMBER COMMAND NARRATIVE OF OPERATIONS

169th Operation - 30 December, 1943

- Mission No. 1 - Ludwigshafen
- Mission No. 2 - Ludwigshafen
- Mission No. 3 - Ludwigshafen
- Mission No. 4 - Ludwigshafen

Ludwigshafen, key inland port and home of one of Germany's two largest chemical plants, was attacked by 12 Combat Wings of VIII Bomber Command Fortresses and Liberators. Using Pathfinder aircraft, this force, the largest ever dispatched to attack Germany by daylight, dropped over 1400 tons of bombs through 10/10 cloud. Strike attack photographs are cloud-obscured, making bombing results unavailable at this time.

Moderate to intense flak was encountered, but enemy fighter opposition was generally weak. Excellent fighter escort was provided by VIII Fighter Command P-47s, P-38s and P-51s and RAF Spitfire IX's. Claims are 12-4-9 and 23 bombers are missing.

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>									
91	26	26	0	0	0	0-1-0	0	0	0
92	26	26	0	0	0	0-0-0	0	0	0
303	33	29	2	2	1	0-0-0	0	0	10
305	29	29	0	0	0	0-0-1	0	1	0
306	27	25	2	0	0	0-0-0	0	1	0
351	36	35	1	0	1	0-0-0	4	1	10
379	38	37	1	0	1	2-0-1	0	2	10
381	28	28	0	0	0	0-0-1	1	2	0
384	25	21	4	0	1	0-0-0	0	0	1
401	21	20	1	0	1	0-0-0	0	0	10
	<u>289</u>	<u>276</u>	<u>11</u>	<u>2</u>	<u>5</u>	<u>2-1-3</u>	<u>5</u>	<u>7</u>	<u>41</u>
<u>2ND BOMB DIV.</u>									
<u>MISSION NO. 2</u>									
93	21	16	5	0	0	0-0-0	0	0	0
446	28	25	3	0	0	0-0-0	0	0	0
448	25	21	4	0	3	0-0-0	0	0	30
	<u>74</u>	<u>62</u>	<u>12</u>	<u>0</u>	<u>3</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>30</u>

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

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

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	(Attacked)	(Failed To Bomb+)	(Lost)	(Killed)		(Wounded)	(Missing)	
<u>3RD BOMB DIV. MISSION NO. 3</u>									
			A.	B.					
94	38	37	1	0	0	0-0-0	1	4	0
95	38	32	5	1	1	0-0-0	0	1	10
96	31	30	1	0	0	0-0-0	0	0	0
100	19	19	0	0	2	1-2-2	1	4	20
385	20	19	0	1	2	0-1-2	0	1	20
388	36	33	2	1	2	0-0-0	0	0	10
390	40	38	2	0	1	4-0-0	0	0	10
447	19	18	1	0	1	0-0-0	0	0	10
	<u>241</u>	<u>226</u>	<u>12</u>	<u>3</u>	<u>9</u>	<u>5-3-4</u>	<u>2</u>	<u>10</u>	<u>80</u>

2ND BOMB DIV. MISSION NO. 4

44	24	22	1	1	1	0-0-0	0	2	10
389	22	19	1	2	2	3-0-1	0	0	19
392	25	23	2	0	1	0-0-0	0	0	10
445	23	19	4	0	2	1-0-0	4	0	10
	<u>94</u>	<u>83</u>	<u>8</u>	<u>3</u>	<u>6</u>	<u>4-0-1</u>	<u>4</u>	<u>2</u>	<u>49</u>

PATHFINDERS

482	12	11	1	0	0	1-0-1	0	0	0
TOTALS	710	658	44	8	23	12-4-9	11	19	200

+ Failed to Bomb - A - Mechanical and Equipment Failures.

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

BOMBING RESULTS: 508 B-17s, including 11 PRF a/c, and 145 B-24s dropped 16,395 x 100 I.B., 560 x 250 I.B., and 2017 x 500 G.P. on Ludwigshafen from 19,500 - 24,000 feet at 1156 - 1300 hours. Strike attack photographs are cloud obscured and, as PRU cover is not yet available, no damage assessment is possible.

4 B-17s dropped 168 x 100 I.B. on Saarbrucken, and 1 B-17 dropped 42 x 100 I.B. on an unknown target of opportunity with unobserved results.

REASONS FOR FAILURE TO BOMB: 52 a/c failed to bomb - 44 due to mechanical or equipment failure, 1 which could not find its formation and 7 which were lost before reaching the target.

ENCOUNTERS: Enemy fighter opposition was generally weak. The lead group of the lead Combat Wing over the target reported the majority of attacks which were from an average of 30 e/a, mostly Me-109s. Nose attacks from 10 to 2 o'clock predominated, with e/a coming from low out of the clouds, then diving back to the clouds for cover. Attacks were made singly, in pairs and in one instance a group of ten e/a came in high trying to simulate fighter escort,

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then dove through the formation at great speed. Attacks began in the vicinity of the I.P. and continued in some instances to the vicinity of Abbeville. E/A seen were mostly Me-109s and FW-190s with very few twin-engined aircraft encountered.

CASUALTIES: Personnel - 11 crew members were killed, 4 seriously wounded, 15 slightly wounded and 200 are missing.

Equipment - 23 a/c are missing, 4 due to e/a and 19 to reasons unknown.

Estimated Battle Damage - 104 category "A", 63 category "AC", 3 category "B" and 5 category "E".

ANTI-AIRCRAFT FIRE: Moderate to intense flak was encountered over the target. It was mostly barrage type with some continuously pointed fire. Barrages were observed over Frankfurt and Darmstadt and intense AA fire was seen over the Paris area. Some groups reported accurate unseen continuously pointed flak from Soissons and Laon. Meager, inaccurate AA fire was observed over Rouen, Fecamp, Saarbrucken and other scattered points along the route.

FIGHTER ESCORT: One group of P-38s and one group of P-51s furnished escort over Ludwigshafen on this operation, making their deepest penetration to date into Europe. Escort to the target and on withdrawal was provided by ten groups of P-47s, one group of P-38s and aircraft from sixteen Spitfire squadrons. Enemy opposition to our fighters was weak to mediocre, with very few e/a sighted in the target area. Strongest enemy attacks were made by approximately 50 s/e e/a on fighters providing withdrawal escort for Missions 1 and 2.

VIII Fighter Command claims for this operation are 8-3-6 and Spitfires claim 3 e/a destroyed. 13 fighters are missing.

ROUTE: Bases to Beachy Head to Fecamp to 49°40'N - 02°10'E, to 50°04'N - 08°07'E, to target to 49°22'N - 08°20'E, to 48°47'N - 06°12'E, to 50°05'N - 04°00'E, to 49°38'N - 02°10'E, to Fecamp to Eastbourne to bases.

OBSERVATIONS: Fighters seen taking off from airdrome at approximately 49°47'N - 07°33'E.

Considerable rail activity was seen in the area extending 30 miles back from the French Coast.

WEATHER: Route Out - 1/10 to 3/10 stratocumulus, base 2,500 to 3,000 feet, tops 4,000 to 5,000 feet increasing to 5/10 to 7/10 over the Channel. Clouds became 6/10 to 8/10 cumulus over Continental Coast, tops 8,000 feet. Target: 10/10 cumulus and stratocumulus, tops 10,000 to 12,000 feet. Visibility unrestricted above clouds. Return Route: Same as route out to 50 miles inland on Continent where cloud broke to 5/10 to 7/10 cumulus, base 3,000 feet, tops 5,000 to 6,000 feet, decreasing to 3/10 to 5/10 over Channel, and 1/10 to 3/10 over England and bases.

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