

Koffman

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

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

E I G H T H A I R F O R C E N A R R A T I V E O F O P E R A T I O N S

206th Operation - 3 February, 1944

Mission No. 1 - (3rd B.D.) Wilhelmshaven  
Mission No. 2 - (1st B.D.) Wilhelmshaven  
Mission No. 3 - (2nd B.D.) Abandoned

Twelve Combat Wings of B-17s, escorted by 8 Groups of P-47s, 2 of P-38s and 1 of P-51s, were dispatched to attack Wilhelmshaven, key German U-Boat and shipbuilding center. Three Combat Wings of B-24s were forced to abandon their mission due to adverse weather conditions, one turning back in the Texel-Zuider Zee area, the other two turning back in the vicinity of the English coast. Four Groups of P-47s were assigned to escort the B-24 formations.

Of the twelve Combat Wings of B-17s, eleven bombed Wilhelmshaven dropping 1289 tons of G.P. and I.B. through 10/10 cloud with the aid of PFF aircraft. Results were unobserved. Due to equipment failure, the pathfinder aircraft leading the remaining Combat Wing, bombed visually through a break in the clouds in the vicinity of Emden. Strike attack photographs show that the 123 tons of bombs dropped by this Combat Wing were scattered in the area just north of Emden with generally poor results.

Enemy fighter opposition was very weak with most groups reporting no e/a seen. Flak was meager to moderate in the target area. Difficult weather conditions forced many groups to fly higher than briefed. Two B-17s were lost as a result of a collision in the clouds and it is believed that 2 P-47s were lost in a like manner. A total of 4 B-17s were lost during the operation and claims are 1-0-0. Eight P-47s and one P-51 are missing and fighter pilots make claims of 8-0-3.

B O M B E R O P E R A T I O N S

Unit	Number of A/C			Lost	Personnel Casualties		
	(Dispatched)	(Attacked)	(Lost)		(Killed)	(Wounded)	(Missing)
<u>3RD BOMB DIV.</u>							
<u>MISSION NO. 1</u>							
		<u>Primary</u>	<u>Other Targets</u>				
4th C.W. (A & B)	117	107	0	2	1	1	20
13 A C.W.	58	0	54++	0	0	0	0
13 B C.W.	58	54	0	0	1	0	0
45th C.W. (A & B)	83	81	0	0	0	1	0
Pathfinders	7	5	2+++	0	0	0	0
	<u>323</u>	<u>247</u>	<u>56</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>20</u>

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

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

Unit	Number of A/C			Lost	Personnel Casualties		
	(Dispatched)	(Attacked)			(Killed)	(Wounded)	(Missing)
		Primary	Other Targets				
<u>1ST BOMB DIV.</u>							
<u>MISSION NO. 2</u>							
1st C.W.	63	59	0	0	0	4	0
40 A C.W.	57	48	1+	1	0	0	10
40 B C.W.	57	52	0	0	0	0	0
41 A C.W.	52	49	0	0	0	0	1
41 B C.W.	56	45	0	1	0	0	10
94th C.W.	56	46	0	0	0	3	1
Pathfinders	7	6	0	0	0	0	0
	<u>348</u>	<u>305</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>7</u>	<u>22</u>
<u>2ND BOMB DIV.</u>							
<u>MISSION NO. 3</u>							
2nd C.W.	50	0	0	0	0	0	0
Pathfinders	3	0	0	0	0	0	0
	<u>53</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
OPERATION TOTALS	724	552	57	4	3	9	42

- + Bombed Oldenburg.
- ++ Bombed in vicinity of Emden - one of these a/c also bombed at 524LN-0730E.
- +++ Bombed in vicinity of Emden.

BOMBING RESULTS: 552 B-17s, including 11 PFF a/c, dropped 3641 x 500 G.P. and 7584 x 100 I.B. on Wilhelmshaven from 27,000 to 30,000 feet at 1105 to 1138 hours. Results were unobserved due to 10/10 cloud.

56 B-17s, including 2 PFF a/c, dropped 344 x 500 G.P. and 745 x 100 I.B. in the vicinity of Harsroeg, just north of Emden. This attack was made visually through a break in the clouds from 26,700 to 28,000 feet at 1059 to 1100½ hours. Strike attack photographs show scattered hits with generally poor results. One of these B-17s also dropped 8 x 500 G.P. at 524LN-0730E.

1 B-17 dropped 40 x 100 I.B. on Oldenburg with unobserved results.

1,800,000 US G 23, 24 and 25 type leaflets were dropped over Wilhelmshaven by 1st Bomb Division aircraft.

REASONS FOR FAILURE TO BOMB: 62 B-17s and 53 B-24s failed to bomb - 36 B-17s and 2 B-24s due to mechanical or equipment failure, 16 B-17s and 51 B-24s due to weather and 10 B-17s for other reasons.

CASUALTIES: Personnel - 3 crew members were killed, 9 wounded and 42 are missing.

Equipment - 4 B-17s were lost - 2 due to collision and 2 for unknown reasons.

Estimated Battle Damage - 62 B-17s category "A" and "AC", 15 B-17s category "B".

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

DECLASSIFIED  
 Authority MND745005  
 By KJ NARA Date 09/13/11



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

APO 634,  
4 February 1944.

SUBJECT: S-3 Narrative of Operational Mission - Wilhelmshaven - 3 Feb 1944.

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

1. GENERAL NARRATIVE. 21 a/c and one spare of 95A Group took off from base at 0740-0758. Rendezvous above the overcast was effective with 95B over Buncher #8 at 10,000' at 0835. The 100A Group, leading the 13A Combat Wing was sighted approaching Orfordness at 0840 at which time the climb was begun. Considerable difficulty was experienced by 95A Group in climbing to altitude due to cloud layers which had formed during take-off and assembly. 95B tacked on the 100A Group as low Group at 0840 before rendezvous altitude was reached.

95A stayed in Combat Wing formation during the climb to the briefed altitude. Course was altered to the east of Cromer and Buncher #11 was missed.

The English coast was crossed on route out at approximately 52°47' 01°35'E at 0948 at 22,000'. Additional altitude was gained due to clouds at briefed altitude. 95A flying as low Group, was forced to gain additional altitude crossing the channel because of clouds of very persistent condensation trails. The enemy coast was crossed at 52°31' - 04°40'E at 1025 at 26,000'.

Briefed course was flown into the target, but again additional altitude was gained in an attempt to get on top of the cloud layer. The lead Bombardier was able to sight for range and bombs were away on magnetic heading 345° at 1059 at 26,700' with the lead Group.

After bombs away descent began to briefed altitude and a turn was made at 54°04' 06°54'E at 1129 at 21,400'. 95A was unable to maintain position in 13A Combat Wing due to clouds and broke formation with the 100A Group at 53°32' 06°03'E.

100A Group had decided to descend through the undercast, but visibility was so poor in the clouds that formation was broken.

95A leader broke the Group into Squadrons for descent through the overcast and 95A Group returned as Squadrons at 1500.

English Coast was crossed at 52°40' - 01°25'E by the lead Squadron.

95A Group landed at base from 1321-1358 hours.

2. AIRCRAFT NOT ATTACKING. Twenty two (22) a/c including one spare left base in formation shown in diagram "A". A/c #6080 returned early before being dispatched due to supercharger trouble. A/c #0178 returned early before being dispatched due to #4 engine trouble.

Twenty a/c attacked the target. A/c #0342 went over the target with the 447th Group.

3. AIRCRAFT LOST. No a/c were lost from the 95A Group.

HARRY G. MUMFORD,  
Lt. Col., Air Corps,  
Operations Officer.

DECLASSIFIED

Authority MND745005

By KJ NARA Date 09/13/11



95th "A" GROUP COMBAT MISSION

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

GROUP FORMATION FORM

DATE 3 Feb 1944

LEAD

SCOTT  
160 | 0

MILNARD  
01 | 78

COSTALES  
18 | 61

LOW

WALLACE  
14 | 62

FORD  
79 | 49

PERASON  
06 | 09

DUNHAM  
79 | 71

GINSBERG  
60 | 80

CAMPBELL  
78 | 89

LEONARD  
16 | 58

GEIB  
12 | 44

CRUTCHFIELD  
10 | 63

EDWARDS  
99 | 89

MUNSON  
74 | 47

WILSON  
03 | 42

HUIE  
99 | 24

LLOYD  
12 | 99

KELLY  
12 | 58  
99 | 43

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

EXTRA SHIPS

334 0045 / 1329 - 3  
 335 2826 - 15  
 356 \_\_\_\_\_  
 412 \_\_\_\_\_

(LEAD)

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

GROUP FORMATION FORM

DATE Feb 3 - 44

*95 A TARGET*  
*Over 1000 ft*  
*Dip 1000 ft*

LEAD

1600

7971 | 1561

7999

1299

LOW

1462

0609

1565

1889

1244

1063

HIGH

1251

1894

1658

1258

9989

1447

9924

9943

0342

*Flew with*

*447 HIGH*

*#7 Squadron*

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

EXTRA SHIPS

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

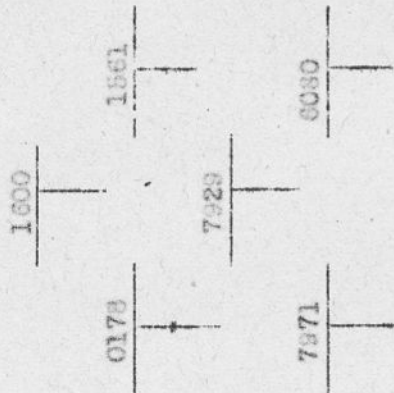


NINETY FIFTH BOMBARDMENT GROUP (M)  
Office of the Operations Officer

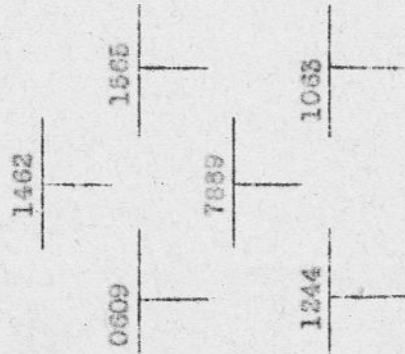
DATE 3 February 1944.

GROUP FORMATION POINT

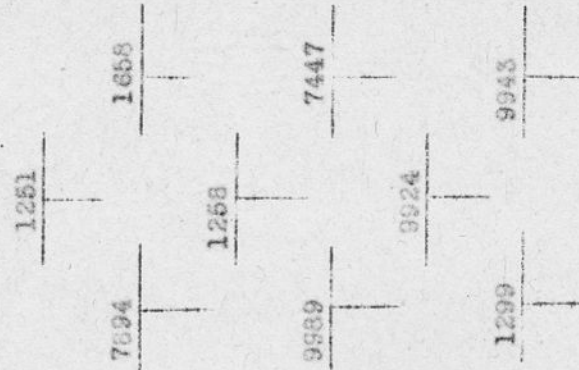
LEAD



LOW



HIGH



SERVICING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 UNDEZEIGNS \_\_\_\_\_

AUXILIARY SHIPS

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



WINNIE FIFTH BOMBARDMENT GROUP (E)  
Office of the Operations Officer

WINNIE "A" OVER THE TARGET  
ACRAN "B"

GROUP FORMATION

DATE 3 February 1944

LEAD

1500

7371

1561

LOW

1462

7329

HIGH

1251

0509

1565

1299

7894

1558

7339

1258

1244

1053

#7 HIGH SQ.  
447TH GROUP

9982

7407

0342

9924

9943

ENGINE

MESS

WIS

OFF

WVOTS

ENTIA SHIPS

334

335

336

412

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-15

4 February 1944

AIRCRAFT NOT ATTACKING

95 A Group Formation

Mission of 3 February 1944

- A. Number of A/C Scheduled..... 21 and 1 Spare
- B. Number of A/C Taking Off..... 21 and 1 Spare
- C. A/C Taking off less unused spares..... 21
- D. Number of A/C Dispatched..... 20
- E. Number of A/C Attacking..... 20
- F. Number of A/C Not Attacking..... 2
- G. Number of Sorties..... 20
- H. Detailed description of reasons why aircraft did not attack:
  - 1. A/C 42-30178 No Sortie. Left formation before being dispatched because of: (a) # 4 engine running rough (b) # 4 crank shaft oscillating.
  - 2. A/C 42-5080 No Sortie. Left formation before being dispatched because of: (a) # 2 and 3 superchargers inoperative. (b) Ball turret inoperative.

For the Commanding Officer:

HARRY G. HUFFORD,  
Lt. Col., Air Corps,  
Operations Officer.

DECLASSIFIED  
Authority WMD745005  
By KJ NARA Date 09/13/11

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

APO 634,  
3 February 1944.

SUBJECT: Report of Operations Officer On Wilhelmshaven, 3 February 1944.

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

1. GENERAL NARRATIVE. The 95th "B" Group formation was to fly as high group in 13A Combat Wing and took off at 0711-0726. Two aircraft of 95B formation took off late and failed to find the formation. These two aircraft attacked the target with 100B and 390B Groups. By 0755 the 95B Group had assembled above the base and started their climb to rendezvous altitude. Considerable difficulty was encountered in climbing to altitude due to an overcast condition which had formed during take off.

The 100A Group leading the 13A Combat Wing was contacted before assembly altitude and rendezvous made at 0855 at 15,000'. The 95B Group remained in Combat Wing formation with the 100A Group as high group. Bombing altitude was reached at 0930 and the three Groups of the 13A Combat Wing were in good Combat Wing formation. At 0933 the formation was to twelve miles east of Cromer at 23,000'. Course was altered to the west however Lancher #11 was missed and formation passed eight (8) miles east of Splasher #6 at 0942.

English Coast was crossed on route out at 52°48' - 01°35'E at 0948 at 24,000'. Additional altitude was gained due to cloud layers at briefed bombing altitudes. Enroute across the channel additional altitude was gained to keep out of the clouds and landfall at enemy coast was made at 52°39' - 04°40'E at 1025 at 27,000'.

The briefed route into the target was flown with additional altitude being gained to keep out of the clouds. Persistent condensation trails and clouds made formation flying difficult, however good Combat Wing formation was maintained. The lead bombardier was able to sight for range and bombs were away at 1100 at 27,900'.

After bombs were away a descent was started to briefed altitude and turn in the North Sea was made at 54°04' - 06°54'E at 1129 at 23,000'. The 95B Group had to break formation with the 100A Group at 53°55' - 06°06'E at 1145 at 20,000'. The leader of 100A Group had elected to descend through the undercast and visibility became so poor in the clouds that formation was broken.



The leader of the 95B Group broke the Group formation into Squadron formation for descent through the overcast and 95B Group returned as Squadrons at 2000'. Landfall on English coast was made at 52°50' - 01°30'E at 1308 for the lead Squadron.

The 95B Group landed at the home base at 1316-1400 hours.

2. AIRCRAFT NOT ATTACKING. Twenty two (22) aircraft, including one spare, left base in the formation shown in Diagram "A". Aircraft #3400 returned early before being dispatched due to continued illness of ball turret gunner. Twenty one (21) aircraft were dispatched.

Of these twenty one (21) aircraft two turned back before reaching the target however they are credited with sorties. Twenty one (21) aircraft are credited with sorties.

Of the nineteen (19) aircraft which went over the target one aircraft, #0322, failed to bomb due to bombay door and bomb rack failure. The formation over the target is shown in Diagram "B".

A detailed reason for failure to attack is given in a separate report on Aircraft Not Attacking.

3. LOST AIRCRAFT. No aircraft were lost from the 95th "B" Group.

HARRY G. MUMFORD,  
Lt. Col., Air Corps,  
Operations Officer.

DECLASSIFIED

Authority MND 745005

By KJ NARA Date 09/13/11

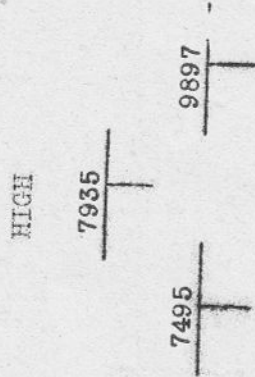
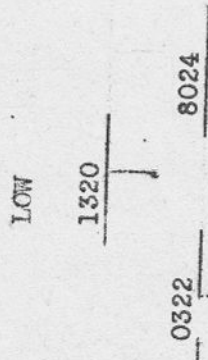
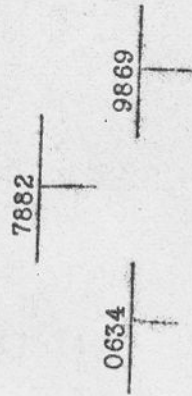
DIAGRAM "A"  
95TH "B" GROUP ASSEMBLY

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

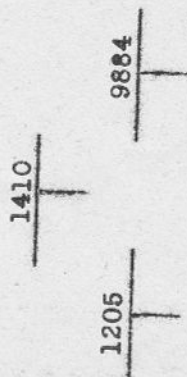
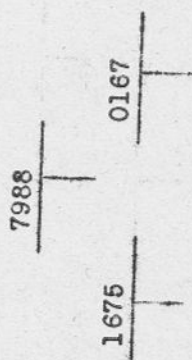
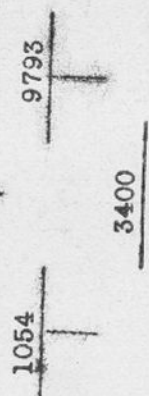
GROUP FORMATION FORM

DATE 3 February 1944.

LEAD



HIGH



#10 HIGH SQ.  
100B GROUP  
0120

#5 HIGH SQ.  
390B GROUP  
8054

#8 LOW SQ.  
390B GROUP  
0235

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

EXTRA SHIPS

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

DIAGRAM "A"  
967X "B" GROUP OVER TARGET

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

GROUP FORMATION FORM

DATE 3 February 1944.

LEAD

7582

8659

7576

8793

#10 High Sq.  
1000 GROUP

8054

LOW

1320

8024

7988

8167

HIGH

7935

8987

1410

9884

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKEOFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

534  
535  
336  
412



HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634 -

E-I-15

4 February 1944

AIRCRAFT NOT ATTACKING

95 B Group Formation

Mission of 3 February 1944

- A. Number of A/C Scheduled..... 21 and 1 Spare
- B. Number of A/C Taking Off..... 21 and 1 Spare
- C. A/C Taking Off less unused spares..... 22
- D. Number of A/C Dispatched..... 21
- E. Number of A/C Attacking..... 18
- F. Number of A/C Not Attacking..... 4
- G. Number of Sorties..... 21
- H. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-3400 No Sortie. Left formation before being dispatched because of: (a) Ball turret gunner lost consciousness, unable to pull him out of ball turret.
- 2. A/C 42-31205 Sortie. Left formation after being dispatched because of: (a) # 2 engine failure (b) erratic instruments.
- 3. A/C 42-30235 Sortie. Left formation after being dispatched because of: (a) # 2 engine failure (b) # 3 supercharger inoperative.
- 4. A/C 42-30322 Sortie. Unable to bomb after being dispatched because of: (a) Bombay doors jamed, one door inoperative.

For the Commanding Officer:

HARRY G. MUMFORD,  
Lt. Col., Air Corps,  
Operations Officer.

DECLASSIFIED  
Authority MND745005  
By KJ NARA Date 09/13/11



HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE FEB. 3, 1944

TARGET \_\_\_\_\_

13 C.W. 95A GROUP POSITION LOW GP LEADER CAPT. SCOTT - M - 335  
 MID \_\_\_\_\_  
 TAXI TIME 1st A/C 0720 T.O. 1st A/C 0740 BASE 0805 ETR 1340  
 SQUADRON 334 NO. OF A/C 11 CALL SIGNS: W/T JTW

1251 1658 2894 1258 7447 9989 9924 9943 1299 1244 0342 ★  
 A/C : P : B : L : J : E : F : N : K : M : O : B : : :  
 A.T.O. : 745 : 746 : 747 : 748 : 748 : 749 : 750 : 751 : 751 : 756 : 758 : : :  
 A.T.R. : 1326 : 1321 : 1335 : 1342 : 1324 : 1358 : 1351 : 1351 : 1352 : 1354 : 1532 : : :

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

1640 1561 0178 7929 6080 7971 1462 1565 0609 7889 1063  
 A/C : M : Z : S : Y : P : W : R : U : N : L : T : : :  
 A.T.O. : 741 : 741 : 742 : 743 : 743 : 744 : 752 : 753 : 754 : 755 : 755 : : :  
 A.T.R. : 1357 : 1311 : 1128 : 1358 : 1035 : 1356 : 1355 : 1355 : 1339 : 1349 : 1341 : : :

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

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

SQUADRON 412 NO. OF A/C \_\_\_\_\_ CALL SIGNS: W/T NCO

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

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
335	S	0178	:	:
335	P	6080	:	A 243 SUPER.
335	Z	1561	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:

\* - spare

DECLASSIFIED  
 Authority MND745005  
 By KJ NARA Date 09/13/11





DATE Feb 3, 1944

F O R M 3

STATION 119

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
325	M	1600	Scott			0741		1357	
"	Z	1561	Costales			0741		1311	
"	S	0178	Milward			0742		1128	#4 Engines rough
"	Y	7929	Ford			0743		1358	
"	P	6080	Ginsberg			0743		1035	#2 #3 SUPER.
"	W	7971	Dunham			0744		1356	
324	P	1251	Reed			0745		1326	
"	Q	1658	Overstreet			0746		1321	
"	L	7894	Stuber			0747		1335	
"	J	1258	Leonard			0748		1342	
"	E	7447	Hanson			0748		1324	
"	F	9989	Edwards			0749		1358	
"	N	9924	Huie			0750		1351	
"	K	9943	Kelly			0751		1351	
"	M	1299	Lloyd			0751		1352	
325	R	1462	Wallace			0752		1355	



FORM 3

STATION \_\_\_\_\_

DATE \_\_\_\_\_

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	C	7495	Cooley			0717		1348	
"	G	1410	Jeffers			0718		1349	
"	N	9884	Westmeyer			0719		1333	
"	E-	1205	Hamby			0719		1200	<i>H 2 ENGINE in Holland</i>
334	D	<del>0100</del> 7488	Dean			0721		<del>1333</del> 1354	
336	F	3529	Marks			0815		1359	
"	P	3400	Russell			0721		1025	<i>SICK ABOARD.</i>
417	M	1320	Caspers			0722		1343	
"	W	1675	McLene			0723		1353	
"	U	0235	Reis			0724		1238	<i>ENGINE TROUBLE 06°36 E 52°43 N</i>
"	V	8054	Matt			0757		1400	
336	G	8024	Cavalier			0725		1345	
417	P	0522	Hudleston			0725		1346	
336	H	0167	Brownlow	Spare		0726		1332	



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

APO 634  
3 February 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission  
of 3 February 1944, Emden, Germany.

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

1. The Ninety Fifth "A" Group (H) took off at 0740 hours and assembled over the field. Due to cloud formations we met the "B" Group over Buncher # 8 at 0835 hours. At 0840 hours the two groups joined with the 100th Bombardment Group (H) to form the 13th Combat Wing Formation. Control points were not met very well due to clouds but the Combat Wing Formation left the English Coast north of course at 0958 hours. They then proceeded to fly an interception course. The briefed course was reached at the enemy coast at 1026 hours.

2. At 1046 hours we reached a position of approximately 5252N 0750E. We then turned on the bomb run and bombs were away at 1059 hours on a magnetic heading of 345°. The altitude was 26,700', caused by a persistent cloud formation. Bombs were dropped approximately 1½ miles northeast of Emden. We left the enemy coast at 1110 hours.

3. Again due to clouds we started our descent at 1130 hours and broke into the clear at 2000' at 1200 hours. Then we altered our course for the English Coast and arrived at Cromer at 1325 hours. Proceeded to the Base and arrived over the Base at 1346 hours.

JOHN F. GILL  
1st Lt., Air Corps,  
Lead Navigator.

DECLASSIFIED

Authority **WMD745005**

By **KJ** NARA Date **09/13/11**

DECLASSIFIED  
Authority **NND 745005**  
By **KJ** NARA Date **09/13/11**



Mile  
80  
60  
40  
20

Statute  
100  
80  
60  
40  
20

1°E.

3°E.

5°E.

7°E.

55°

55°

55°

55°

55°

1°E.

3°E.

5°E.

7°E.

53°

53°

53°

53°

53°

1°E.

3°E.

5°E.

7°E.

51°

51°

51°

51°

51°

1°E.

3°E.

5°E.

7°E.

49°

49°

49°

49°

49°

Miles  
80  
60

Ringkjobing  
Esbjerg  
Sylt I.  
Heligoland  
Wilhelmshaven  
Emden  
Groningen  
Leeuwarden  
Texel I.  
Amsterdam  
The Hague  
Rotterdam  
Munster  
Dortmund  
Essen  
Dusseldorf  
Kohn  
Aachen  
Brussels  
Antwerp  
Bruges  
Ostende  
Dover  
Calais  
Boulogne  
Beachy Head  
Portsmouth  
London  
Ipswich  
Cambridge  
Great Yarmouth  
Hull

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

APO 654  
3 February 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Group, Mission  
of 3 February 1944, Emden, Germany.

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

1. The Ninety Fifth "B" Group (H) took off at 0710 hours and assembled over the base at 2000'. Clouds prevented rendezvous with Ninety Fifth "A" Group over the base as planned. Contact was made with the 100th Bombardment Group and 95th "A" Group and a rendezvous accomplished at 0840 hours. Control points and times over England were not met due to weather and cloud conditions. Briefed course was intercepted northeast of Cromer and the Enemy Coast was reached on course at 1025 hours.

2. At 1046 hours we began our turn toward the target on course and slightly east of the I.P., the magnetic heading on the bomb run was 333° and bombs were released at 1100 hours. The altitude was 27,900' due to the part we had been forced to climb above the cloud formations. The approximate position at bombs away was 1½ miles north-east of Emden. We left the enemy coast at 1109 hours.

3. We changed course at 1129 hours, taking a new heading of approximately 270°, at this time we encountered heavy clouds and began our descent. After breaking into the clear at 2000' we altered course for the English Coast, and made landfall ten miles southeast of Cromer at 1308 hours and arrived over the Base at 1328 hours. Descent was made by each individual group.

MALCOLM D. DURR  
1st Lt., Air Corps,  
Lead Navigator.

DECLASSIFIED

Authority MND745005

By KJ NARA Date 09/13/11



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

U-B-2

APO 634,  
3 February 1944.

SUBJECT: Engineering Report on Combat Mission 3 February 1944.

TO : Commanding Officer, 95th Bombardment Group (H). Attn: Lt Col MC KNIGHT

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 3 February 1944.

- a. Forty-four (44) B-17 airplanes took-off as scheduled.
  - b. Thirty-nine (39) B-17 airplanes returned to base after completion of mission.
2. There were five (5) abortive airplanes.
- a. 42-6080 - Ball Turret inoperative. (Checked OK on ground)
  - b. 42-30178 - #4 crank shaft oscillating. #4 engine running rough.
  - c. 42-3400 - Ball turret gunner lost consciousness.
  - d. 42-31205 - #2 engine running rough at altitude. (Checked OK on ground.)
  - e. 42-30235 - Insufficient power. Could not keep up with formation.
3. There was no battle damage.

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

DECLASSIFIED  
Authority MND745005  
By KJ NARA Date 09/13/11

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

3 February 1944.

SUBJECT: Malfunction of Chin Turret on Aircraft number 42-3529.

TO : Operations Officer.

1. On the mission today Aircraft number 42-3529 aborted because of a malfunction in the firing circuit of the Chin Turret.
2. This malfunction was caused by the points of the firing relay switch sticking together. When the trigger switches were depressed, the firing relay was energized. The points closed, thereby causing the guns to fire, and stuck together. The only way to stop this was to shut off all power in the turret and if the power switch was turned on again the guns would continue to fire until the ammunition supply was exhausted.
3. Turret is now in operation.

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

DECLASSIFIED

Authority **NND745005**

By **KJ** NARA Date **09/13/11**

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

3 February 1944.

SUBJECT: Armament Malfunctions.

TO : Commanding General, 3rd Bombardment Division.  
ATTENTION ARMAMENT OFFICER:

1. Aircraft number 30120 - - Right Upper Turret gun failed to extract. Gun being fixed.
2. Aircraft number 39989 - - Screws on bombay door froze. Grease being changed to a lighter grease.
3. Aircraft number 31258 - - Water in Bomb toggle switch making short circuit. New switch being installed.
4. Aircraft number 37889 - - Bent trigger bar on Left Upper Turret. New trigger bar being installed.
5. Aircraft number 31565 - - Post sight on Left Waist gun broken. Right Upper Turret bracket and retracting slide jams.
6. Aircraft number 30322 - - Bombay doors failed to open. New bombay doors being installed.
7. Aircraft number 30178 - - Nine flak suits stowed in front of tail wheel, also six life rafts. Three flak suits stowed in tail position. Ammunition well distributed.

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

DECLASSIFIED

Authority NND745005

By KJ NARA Date 09/13/11



HEADQUARTERS  
THIRTY FIFTH BOMBARDMENT GROUP (M)  
Office of the Communications Officer

(J-1)

AFPO 63A  
February 3 1944

SUBJECT: Operational Communications

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

1. Of the forty-four (44) crews assigned to the mission, all were available for interrogation by the Communications Officer.

2. The following mechanical and electrical failures were noted:

(a) 334-P (Ball turret interphone, VHF, Liaison receiver out)

(b) 334-B (Command Xmitter (#2) out)

(c) 334-J (Command, Liaison Xmitters out)

(d) 334-M (Radio Compass out)

(e) 335-S (Right Waist Interphone out)

(f) 412-S (No side tone on Liaison)

(g) 412-O ("GEE" out)

(h) These failures are being investigated and corrected.

3. The following navigational aids were used successfully:

(a) Forty-one A/C used Splashers and Bunchers

(b) 334-B, 334-O, 334-P, 334-U, 412-U, 412-P, each obtained one QDM on home station; 336-H, 336-N, 412-Y each obtained two QDMs on home station; 335-S obtained four QDMs on home station; 412-U obtained two QDMs on MF/DF Section "H".

(c) Twenty-six A/C used Station 7000.

4. "GEE" was jammed over Zuider Zee, with fading at 1025 hours. Splashers 5 & 6 reported jammed at times, 1200-1230 hours. Atmospheric conditions interfered considerably with reception of Division Ground Station. 334-Q sighted dinghy at 1258; sent SOG to Section "H". 334-O and 412-U also sent SOG to Section "H".

FREDERICK W. GOVEDICH  
1st Lieut., Air Corps  
Communications

CONFIDENTIAL

DECLASSIFIED

Authority MND 745005

By KJ NARA Date 09/13/11

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

3 February 1944

SUBJECT: S-2 Report 95A.

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

1. Twenty two A/C of this Group took off between 0741 and 0758 hrs. to attack the city of Wilhelmshaven on a P.F.F. mission. There were no P.F.F. A/C with this Group. 95A Group was the low group in 13A Combat Wing leading the 3rd Bomb. Division and the 8th Air Force. A/C #6080 returned from Clacton at 0930 hrs. because #'s 2 and 3 superchargers were out, and the ball turret was inoperative. Bombs were brought back. A/C #0178 returned from 53°05'N-01°50'E at 1001 hrs. where he toggled his bombs out, because of #4 "engine trouble". The extra A/C #0342 attached itself to 447th Gp.

2. E/A --- 2 FW 190's and 2 ME 109's were seen between the target and the rally point. No attacks on this formation, but one tail gunner reported possible attacks on the group behind.

3. Flak --- Wilhelmshaven - moderate - inaccurate.  
Langeroog Island - meagre - inaccurate.

4. Bombing results are uncertain, but some crews believe the target was hit.

5. A/C #0342 was hit by flak in the #3 engine over Langeroog Island, and was forced to return alone. Four black S/E E/A were seen but did not attack. The A/C suffered other battle damage, and the left waist gunner was frost bitten.

For the Intelligence Officer:

ARNO A KRAUSE,  
1st Lt. Air Corps,  
Ass't. S-2 Officer.

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Authority MND745005

By K NARA Date 09/13/11

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

3 February 1944

SUBJECT: S-2 Report 95B.

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

1. Twenty-two A/C took off from this base beginning at 0711 hours to attack the German port of Wilhelmshaven. 95B flew as high group in 13th Combat Wing which led the 3rd Air Division. Lead group used P.F.P.

A/C #3400 turned back at 52°15'N-01°31'E at 0944 hrs because of continued illness of B.T. gunner. This A/C returned early.

A/C #1205 turned back 10 miles N.E. of IJmuiden, Holland at 1031 because of mechanical difficulty with #2 engine.

A/C #0235 turned back at 52°43'N-06°36'E at 1044 having lost #2 engine and having trouble with #3 supercharger. The last two A/C mentioned above were credited with sorties, having been inside enemy territory.

2. 95B Group encountered no enemy air opposition on this mission.

3. Meagre and inaccurate AA fire was encountered at Oldenburg and Langeroog Island. In target area there was moderate heavy fire but very inaccurate, possibly due to use of chaff. Though glimpses of ground were seen it is probable that the fire was of continuous following unseen variety.

4. Photos are not yet available, but it seems doubtful, from crews' reports, that a high degree of success was achieved on the target for today.

5. No unusual occurrences marked this mission to Wilhelmshaven, Germany.

For the Commanding Officer:

K. G. Moore,  
1st Lt. Air Corps,  
Ass't. S-2 Officer.

DECLASSIFIED

Authority MND745005

By K NARA Date 09/13/11



4BWA-2-1a(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT ENEMY SHIPPING

A

ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA

OTHER INFORMATION

Number Seen -

Types of Ships -

Course -

Time Seen -

Observing A/C # \_\_\_\_\_ Group # \_\_\_\_\_ Height \_\_\_\_\_ Interrogator \_\_\_\_\_

Date \_\_\_\_\_ Time Rec'd \_\_\_\_\_ Phoned Wing \_\_\_\_\_ Hrs. Who Phoned \_\_\_\_\_

DECLASSIFIED  
Authority MND 745005  
By K NARA Date 09/13/11

4BWA-2-1(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT AIRCRAFT

FRIENDLY A/C DOWN OR IN DISTRESS AT SEA, DINGHIES, LIFERAFTS OR PERSONS - A/C DOWN OVER ENEMY TERRITORY.

OTHER INFORMATION

A/C Number - 9943

Where Seen (co-ordinates) -

Time Seen -

Height -

Heading -

Condition -

Parachutes -

Dinghy -

Life Raft -

Gear  
or D.R

Wilson planning (0342)  
to ditch

100 miles out.  
54 10 N 04.00

Observing A/C # \_\_\_\_\_ Group # \_\_\_\_\_ Height \_\_\_\_\_ Interrogator \_\_\_\_\_

Date \_\_\_\_\_ Time Rec'd \_\_\_\_\_ Phoned Wing \_\_\_\_\_ Hrs. Who Phoned \_\_\_\_\_

Time 11:30 11:45  
12:30

4BWA-2-1a(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT ENEMY SHIPPING

A

ENEMY SHIPPING, NAVAL UNITS OR COMBATS AT SEA

OTHER INFORMATION

Number Seen -

Types of Ships -

Course -

Time Seen -

Observing A/C # \_\_\_\_\_ Group # \_\_\_\_\_ Height \_\_\_\_\_ Interrogator \_\_\_\_\_

Date \_\_\_\_\_ Time Rec'd \_\_\_\_\_ Phoned Wing \_\_\_\_\_ Hrs Who Phoned \_\_\_\_\_

DECLASSIFIED

Authority MND745005

By NARA Date 09/13/11

4BWA-2-1(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT AIRCRAFT

FRIENDLY A/C DOWN OR IN DISTRESS AT SEA, DINGHIES, LIFERAFTS OR PERSONS - A/C DOWN OVER ENEMY TERRITORY.

OTHER INFORMATION

A/C Number -

Where Seen (co-ordinates) -

Time Seen - 1215

Height - 1500

Heading -

Condition -

Parachutes -

Dinghy -

Life Raft -

Observing A/C # \_\_\_\_\_ Group # \_\_\_\_\_ Height \_\_\_\_\_ Interrogator \_\_\_\_\_

Date \_\_\_\_\_ Time Rec'd \_\_\_\_\_ Phoned Wing \_\_\_\_\_ Hrs. Who Phoned \_\_\_\_\_

Dinghy

0258

53 25 N  
02 30 E

*[Handwritten signature]*  
phoned



B

4BWA-2-1(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT ENEMY SHIPPING

ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA

OTHER INFORMATION

Number Seen -

Types of Ships -

Course -

Time Seen -

Observing A/C # \_\_\_\_\_ Group # \_\_\_\_\_ Height \_\_\_\_\_ Interrogator \_\_\_\_\_

Date \_\_\_\_\_ Time Rec'd \_\_\_\_\_ Phoned Wing \_\_\_\_\_ Hrs Who Phoned \_\_\_\_\_

DECLASSIFIED  
Authority MND745005  
By KJ NARA Date 09/13/11

4BWA-2-1(21-7-43)

IMMEDIATE  
PRIORITY

"HOT NEWS" REPORT AIRCRAFT

FRIENDLY A/C DOWN OR IN DISTRESS AT SEA, DINGHIES, LIFERAFTS OR PERSONS - A/C DOWN OVER ENEMY TERRITORY.

OTHER INFORMATION

A/C Number -

Where Seen (co-ordinates) - 53°-10'N - 02°-15'E

Time Seen - 1254

Height - in water

Heading - South

Condition -

Parachutes -

Dinghy -

Life Raft - Boat on Life Raft

Observing A/C # 0634 Group # 95B Height 1500-2100 Interrogator Eck.

Date 3 Feb Time Rec'd 1455 Phoned Wing 1510 Hrs. Who Phoned Smock



A. T. F.

C. W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H) 2

DATE 3-2-44

TIME

Wilhelmshaven

LOW

LEAD

Brown  
7882

HIGH

Caspers  
1320

Worthy  
0634

Gunn  
9869

Fischer  
7935

Reis  
0235

McLane  
1675

Batcha

Conley  
7495

McAllister  
9897

Hiatt  
8054

McGuigan  
1054

Reed  
97

Jeffers  
1410

Huddleston  
0322

Cavalier  
8024

Brownlow  
0167

Hambly  
1205

Westmeyer  
9884

EXTRA

Dean  
7988

EXTR

By NARA Date 11/13/60

Russell  
3400

Marks  
0120

DECLASSIFIED

Authority MND745605

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H) A

DATE 3-2-44

TIME

Wilhelmshaven

LEAD

Scott  
1600

LOW

Wallace  
1462

Milward  
0178

Costales  
1561

HIGH

Reed  
1251

Pearson  
0609

Cole  
1565

Ford  
7929

Stuber  
7894

Overstreet  
1658

Campbell  
7889

Duham  
7971

Ginsberg  
6080

Leonard  
1258

Geib  
1244

Crutchfield  
1063

Wilson  
0342

Edwards  
9989

Munson  
7447

EXTRA

Huie  
9924

EXTRA

1329-3

Lloyd  
1299

Kelly  
9943

7826-15

ARRIVE

SING

ANGES

By NARA Date 11/13/60

Authority MND745605

DECLASSIFIED