

?
Thompson
0244

GOOD
Adams
0322 C

SHORT OVER T.
Sarchet
0105

FAIR - FROM ISLAND
TO T. M.
Cozens
0273 ON TRAC

?
Mason
0283 C

GOOD
Mauldin
3277 C

FAIR - IN IMM. VICINITY
Eastling
0185

FIRST SHORT
BTL. GOOD
Lemke
0304

"RIGHT ON T"
Noyes
0182 C

(A)
Rothschild
0226

OIL STORAGE
S/A T. HIT BY
Robinson
0288

OFF SHORE W. OF
LAPALCO
Hodges
0150 OFF ILDRG

POOR - R. & SHORT
Tyler
0300

T. AREA & OUTER PORT
Robichaud
5893

HIT TARGET
O'Neal
3283

(A)
McPherson
0135 C

(A)
Quirke
0045

GOOD
Lee

JETTISONED -
Sundberg

(A)
Knowlton
0218

NOT IN
Baker
3264

HIT TARGET
Broman
0272
SPW SINK
OVER T.

EXTRA CREWS:

Sundberg
0176

Lee
0271

BOMB HIT REPORTS
FROM CREWS

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
 NINETY FIFTH BOMBARDMENT GROUP (H)
 OFFICE OF THE SQUADRON COMMANDER
 STATION 119

4 July 1943

SUBJECT: Narrative Report on Combat Mission of 4 July 1943.

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

1. Rendezvous over Station 119 of the 402nd Combat Wing was two minutes behind schedule, and no time was made up between Station 119 and Splasher #6.

At 0719 the 402nd Combat Wing was two miles west of Splasher #7 cutting the corner in an attempt to make up the two minutes that we were still behind. We had seen no sign of the 401st Combat Wing between Splasher #6 and Splasher #7.

At 0735 the 401st Combat Wing was sighted between Splasher #7 and #14. The visibility was dropping to one mile, ground fog was forming and stratus layers at our altitude. Finally at 0745 the 401st Combat Wing was lost in the clouds.

At 0755 I climbed the 402nd Combat Wing up to 3000 feet to keep the Groups out of stratus at our altitude.

At 0810 the 401st Combat Wing was sighted again at our new altitude of 3000. It was about three miles ahead and off to our left. They had apparently had a rough time in their climb as the Wing was fairly well scattered. As for the 402nd Combat Wing, the 100th Group was trailing too far behind, but both Group formations were fairly good.

The 402nd Combat Wing passed two miles north of Splasher #14 at 0822, three minutes behind schedule.

At 0845 clouds were becoming so dense at our altitude that I decided to take the 402nd up on top, which we could tell was around 4000. At the same time a call came from 94th Group saying that they were going down on the deck. Weather briefing had told that stratus existed on the deck so I called 94th and stated that 402nd Combat Wing would be on top.

We leveled out at 5000 feet on top of the clouds which by now was a seven to ten tenths undercast. Once up on top the 401st Combat Wing was sighted off to our left and up ahead about ten miles. We started cruising at 165 to catch the 401st Wing without much success. Someone in the 96th called the 94th leader and asked him to make a circle and pick up his group. So a wide circle was started to the left, which when completed put the 402nd Combat Wing in the lead. We "S'ed" and allowed the 401st Combat Wing to pass and take the lead again. The first circle was made at 0915, then at 0926 another circle was made by the 401st Combat Wing which didn't help the formation at all.

Narrative Report on Combat Mission

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At 0935 everyone was back on course with the 401st Combat Wing about 1000 feet below and four miles ahead.

I had climbed the 402nd Combat Wing on the hour specified, plus minutes for climb to five thousand feet, to 8000 and as there was no sign as yet of the 401st to climb I levelled off the 402nd at 8000 feet.

A few minutes later the 401st did start their climb, but we were unable to hold formation with them due to the entire high Squadron of the 94th which was about 1000 feet above and about a mile behind their group.

We reached flight altitude exactly on the I. P. Apparently the under-cast had prevented the 401st leader from taking any drift and course had to be changed about five minutes from I. P., so that we could pass over the I. P.

2. On the bombing run the 94th was off to our left to start with and in time crossed directly under us and then off to our right apparently headed for another target. We were holding only 150 m.p.h. to stay behind in case they turned for the correct target. Only at the last minute did I announce to the Bombardier that bombing would be done at 150 instead of 160.

After leaving Rally Point we started to descent and "S'ed" back and forth so that the 94th could take the lead. All the Groups fell in behind us and finally the 94th fell in behind. Flares were fired at 1245 to indicate that we were the 95th in the lead and 94th could come up if they wanted to, but no challenge flare fired in answer and 94th remained behind. Lead changed back to 95th at 1310.

Jumped by Fighters or English patrol ships at 1415.

3. Landfall was made at start point and we led three Groups home under the clouds at 1500 feet.

Harry G. Mumford
 HARRY G. MUMFORD
 Captain, Air Corps,
 Commanding