

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

APO 634.
12 December 1943.

SUBJECT: S-3 Narrative Report on 95A Group, Operational Mission,
11 December 1943.

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

1. The 95A Group formation took off at 0823-0840 hours with four aircraft taking off late at 0901-0942, due to change of ships. The 95A Group leader took off forty-one minutes late due to a last minute change of planes. The Group leader flew an interception arriving at Splasher #7 at control time, 0929, at control altitude of 10,000 feet. At that time 95B Group formation was in position behind the 13A Combat Wing. The 95A Group Assembly under the deputy leader had been able to assemble only three aircraft which were picked up by the Group leader with another ship. From Splasher #6 to Splasher #5 another plane was picked up by the 95A Group. In order to form 95A it was necessary to have the high squadron of 95B join 95A. These could be spared at the time because 95B appeared to be augmented by stray aircraft. This disposition of aircraft was maintained to and through the target.

2. Radio contact on VHF channel A and channel B was attempted with the 388th Group, which was to form the high Group of the 13B Combat Wing, but contact was never established.

3. The formation crossed the English coast at 1008. The climb to bombing altitude was begun at 1030 at 53° 08'N-01° 58'E. During the climb the formation strung out slightly. At 1107 bombing altitude was reached at which time the Group formation tightened and closer formation with 13A Combat Wing, the Combat Wing ahead, was flown.

4. This formation flew the ordered course crossing the enemy coast at 1216 at 53° 42'N-07° 35'E. From landfall to I.P. everything was normal. When the 95A Group turned at the I.P. the B-24's turned inside the Group and headed on a collision course for the target. The 95A Group formation sifted through the B-24 formation causing considerable interference on our bombing run.

5. After bombing, the rally was effected as planned and the 95A Group formation and 13B Combat Wing formation was good.

6. The 95A Group crossed the enemy coast at 1242, starting their descent at that time. At 1321 the formation crossed the English coast. From 1341 to 1418 the 95A Group formation landed.

7. Twenty-one aircraft attempted rendezvous at 10,000 feet at Splasher #6 as shown in diagram A. One aircraft, No. 42-31205, turned back over England, due to a runaway prop. Two aircraft, number 42-3529 and 42-30173, turned back before reaching the English coast. Four aircraft, numbers 42-31251, 42-30674, 42-0233, and 42-59884, turned back after leaving the English coast as they could not find the formation. Of all seven ships returning to base early there were no sorties and none went to target.

8. On making landfall on the enemy coast, aircraft number 42-30182 dropped out of the formation and joined the 390th Group. Twelve aircraft of the 95A Group formation bombed the primary target. Formation over target is shown in diagram B.

10. Number 42-30182 was last seen after passing the I.P. with #3 engine burning vigorously after the first fighter attack. This ship was flying with the 390th Group at that time. No reports, after leaving formation on fire, were received. This aircraft is considered lost to fighters as there was no A.A. fire at the time.

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

DECLASSIFIED
Authority NND 745005
By MS NARA Date 3-09

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

APO 634.
12 December 1943.

SUBJECT: S-3 Narrative Report on 95B Group, Operational Mission,
11 December 1943.

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

1. The 95B Group formation took off at 0805-0836 hours. By 0845 the 95B Group formation assembled at 11,500 feet in a good group formation. All control times were made without difficulty but neither of the other two Groups in the Combat Wing formation appeared along the assembly line. At the Air Task Force assembly the 95B Group attached itself to the 13A Combat Wing to form the high-high group of that Combat Wing.

2. The climb to altitude was begun at 1024 at 53° 07'N-02° 16'E, climbing at 500 feet per minute at 150 miles per hour. During the climb the 95B Group stayed in good defensive formation reaching bombing altitude at 1106 at 53° 39'N-03° 51'E. After the Group leveled off from the climb even tighter formation was achieved. The 95B Group crossed the English coast at 1010 and made landfall on the enemy coast at 1216 at 53° 42'N-07° 35E at 26,000 feet.

3. Before reaching the enemy coast the high squadron of 95B was sent to fly the high squadron of 95A as the 95A Group leader requested this assistance. Upon reaching the Initial Point, the 95B Group uncovered the Groups under it and then started on the bombing run. However, two other Groups approximately 2,000 feet below had come directly under them, so the 95B Group uncovered these Groups on the bombing run, leaving the 95B Group with a very short run on to the target. The 95B Group was over the target at 1224 at 26,500 feet. The rally was effected at the Rally Point with little difficulty and close support was flown with the other Groups. Because of the time it took to uncover the two other Groups on the bombing run, distance from the 13A Combat Wing was lost and never was able to be regained. The supporting formation flown on the retreat was with the two Groups that were uncovered. At no time over enemy territory, except on the bombing run, was the 95B Group formation flying alone without the support of other Groups.

4. The enemy coast was crossed at 1245 on the ordered course of withdrawal. Descent was started at 1248 and the English coast crossed at 1312.

5. The 95B Group formation landed at 1358-1420 hours at the home base with the exception of aircraft #42-37879, which landed at Atterbridge to refuel. This aircraft landed at the home base at 1454 hours.

6. Twenty-two aircraft, including one spare, attempted rendezvous successfully over the overcast at 11,500 feet at Splasher #6 as shown in diagram "A". One aircraft, number 42-30353, turned back over the North Sea at 1055 at 19,000 feet, due to an oil line breaking on #2 engine and a runaway supercharger. Bombs were salvaged in the water. This ship had no sortie.

7. Twenty-one ships of the 95B Group bombed the target as shown in diagram "B". The high squadron at that time was flying with the 95A Group formation.

8. Number 42-30218 was lost, but no information is available.

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

336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119

11 December 1943

SUBJECT : Failures of airplanes to complete mission.

TO : Group Operations.

1. Airplane #42-31205-- pilot Lt. Hearn--reason, #1 propeller runaway-- ground check, propeller governor removed and found okay. Engine run-up and checked okay.
2. Airplane #42-3529--pilot Lt. Hubbs--reason, failed to find formation.
3. Airplane #42-39884--pilot Lt. Brownlow--reason, failed to find formation.
4. Airplane #42-30674--pilot Lt. McCallister--#3ason, failed to find formation.

Alfred J. West.
ALFRED J. WEST,
Captain, A.C.,
Engineering Officer.

"A" Group

DECLASSIFIED

Authority NND 745005

By MS NARA Date 1-3-04

FORM 3

STATION 119

DATE Dec 11, 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
334	G	1057							
336	M	0244	Fisher			0901		1344	
336	D	3400	Yuenger			0825		1341	
334	P	1251	Currence			0908		1114	Could not find formation
412	R	9869	Rogers			0828		1344	
412	W	3273	Holcombe			0829		1401	
335	P	6080	Hiatt			0830		1404	
412	O	0634	Kerr			0823		1343	
412	S	7876	Woodcock			0831		1418	
412	L	0173	Worthy			0830		1113	Could not find formation
336	E	1205	Hearn			0831	0947	10947	# Prop feathered runaway
336	O	9883	Francis			0834		1345	
336	N	9884	Brownlow			0835		1130	Could not find formation
336	K	7935	Jeffers			0834		1349	
334	D	0120	Hansen			0835		1415	
336	P	5918							
339	J	5918	Foley			0835		1406	
334	D	0120							
412	M	1320	Miller			0837		1345	

"A" Group.

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DECLASSIFIED
Authority NND 745005
By MS NARA Date 1-3-09

FORM 3

STATION 119

DATE Dec 11, 1943

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336 336	F	3529	Hubbs			0942		1103	Could not find formation
334	E	0182	Moore			0836			
412	T	7882	Brown			0834		1346	
336	C	0674	McAllister			0840		1145	Bill Burnett Could not find formation
412 336	X	0233				0942		1214	
	A	3153	Dean			110	1116	0845	Could not find formation

DECLASSIFIED
 Authority NND 745005
 By MS NARA Date 13-09

15 "A"

HEADQUARTERS
 NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 12-11-43

TARGET _____
 -0244-M

1. 13 B C. ⁹⁵ LEAD GROUP POSITION LEAD GP LEADER COL. McKNIGHT
 ETD _____
2. TAXI TIME 1st A/C 0815 T.O. 1st A/C 0830 BASE 0920 ETR 1330
3. SQUADRON 334 NO. OF A/C 24 CALL SIGNS: W/T JBV

A/C	DE	GP	P								
:0120:0182:1057:1257:	:	:	:	:	:	:	:	:	:	:	:
A.T.O. :0835:0838:0901:0908:	:	:	:	:	:	:	:	:	:	:	:
A.T.R. :1415: :1342:1114:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 1 CALL SIGNS: W/T TOF

A/C	P										
:6080:	:	:	:	:	:	:	:	:	:	:	:
A.T.O. :0830:	:	:	:	:	:	:	:	:	:	:	:
A.T.R. :1404:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 108 CALL SIGNS: W/T MOC

A/C	M	D	G	E	O	N	K	J	C	A	F		
:0244:3400:7714:1205:9883:9884:7935:5918:0674:3553:3524:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O. :0826:0826:0831:0831:0832:0833:0834:0835:0840:0836:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R. :1341: :0947:1345:1130:1349:1406:1145: :1103:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 8 CALL SIGNS: W/T SHJ

A/C	R	W	O	S	L	M	X	T					
:9869:3273:0634:7876:0173:1320:0233:7882:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.O. :0828:0828:0823:0824:0836:0837:0942:0839:	:	:	:	:	:	:	:	:	:	:	:	:	:
A.T.R. :1344:1401: :1343:1418:1113:1345:1214:1346:	:	:	:	:	:	:	:	:	:	:	:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
336	E	1205	abortion	Prop heathered
336	F	3529	"	Could not find formation
412	L	0173	"	" " " "
334	P	1251	"	" " " "
336	N	9884	"	" " " "
336	C	0674	"	Ball turret out
412	X	0233	"	Could not find formation
:	:	:	:	:
:	:	:	:	:

"B." Group

DECLASSIFIED
 Authority NND 745005
 By MS NARA Date 1-3-09

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-1

FORM 3

STATION _____

DATE _____

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
335	O 7826	Tucker			0805		1359	
335	N 0609	McIntyre			0805		1358	
335	Y 7929	Ford			0806		1400	
335	M 1305	Wallace			0807		1414	
335	V 3263	Dunham			0808		1412	
335	W 0218	Beatty			0809			
335	Q 7756	Scott			0810		1348	
335	Z 9838	Tuberose			0810		1347	
335	S 0178	Milward			0811		1413	
335	T 1063	Powers			0812		1402	
335	U R 7879 6077	Kelley			0836		1454	Afterbridge
335	L 7889	Campbell			0813		1358	
334	H 1329	Witt			0815		1402	
334	C 0353	Geib			0815		1145	#2 Prop feathered
334	B 0342	Wilson			0816		1405	
334	J 1258	Infield			0816		1410	

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

APO 634,
11 December 1943.

SUBJECT: Base Engineering Report on Combat Mission 11 December 1943.

TO : Commanding General, 3D 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 11 December 1943.
 - a. Forty-three (43) B-17F airplanes took-off.
 - b. Thirty-three (33) B-17F airplanes returned to base after completion of mission.
 - c. 42-30182 and 42-30218 did not return to base.
2. There were eight (8) abortive airplanes.
 - a. 42-30353 - #2 engine feathered. Engine to be changed.
 - b. 42-31251 - Late take-off, could not catch formation.
 - c. 42-30674 - Late take-off, could not catch formation.
 - d. 42-3529 - Late take-off, could not catch formation.
 - e. 42-31205 - Runaway prop #1 engine.
 - f. 42-39884 - Late take-off, could not catch formation.
 - g. 42-30173 - Could not locate formation.
 - h. 42-30233 - Late take-off, could not catch formation.
3. All aircraft took-off as per schedule.
4. Battle damage is as follows:
 - a. 42-31244 - Plexi-glass nose damaged.
 - b. 42-39924 - Plexi-glass nose damaged.
 - c. 42-31320 - Sheet metal damage.

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

Authority NND 745005
By MS NARA Date 1-3-09

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 11 December

TIME _____

A.T.F.

C.W.

Tucker
7826

Infield
1258

Ford
7929

McIntyre
0609

Scott
7756

Stern
7894

Brink
9924

Wallace
1305
390th

Milward
0178

Tuberosa
9838

Hargrove
1244

Beatty
0218

Dunham
3263
?





Powers
1063

Leonard
9943

Edwards
3545

Campbell
7889

Kelley
6098

- ABORTIVE 
- MISSING 
- CHANGES 
- Flew with Another Group 

Mangis
7566

EXTRA

Foley (95A)
0120

Hutt (95A)
6080

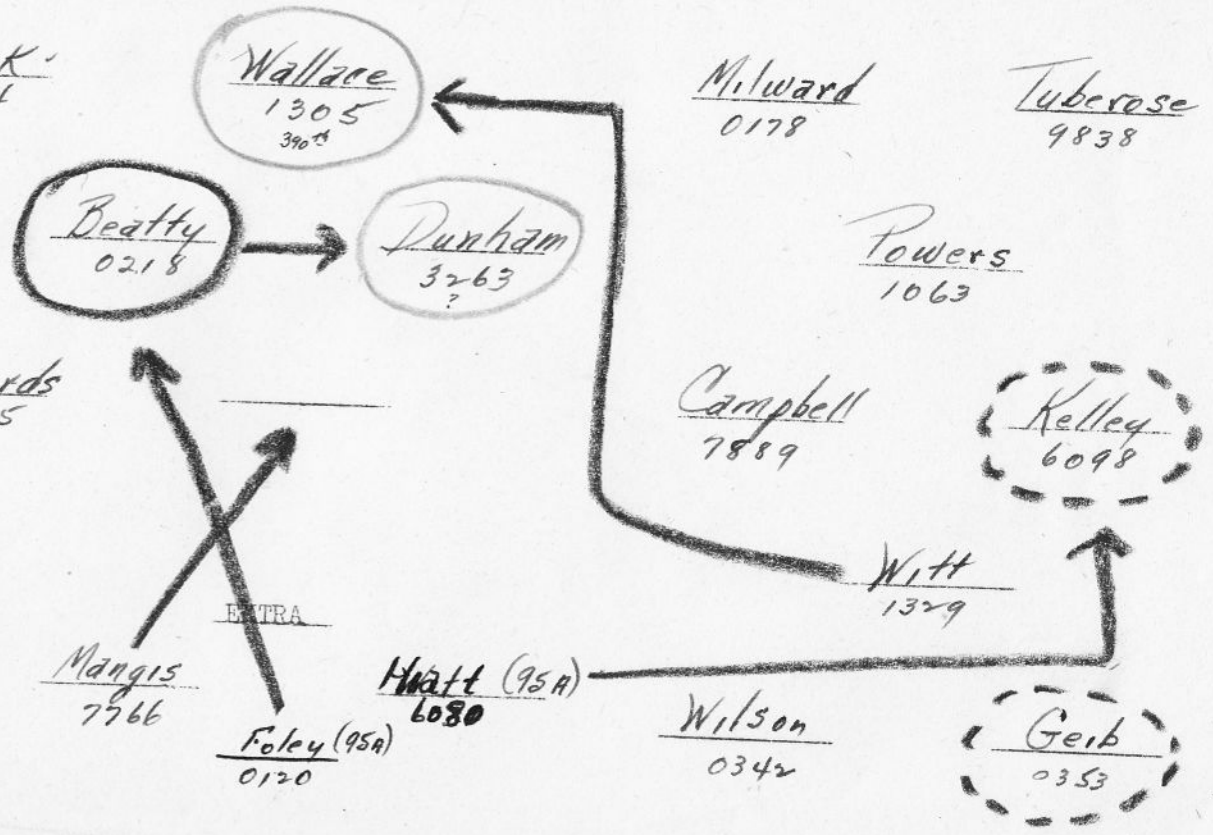
Wilson
0342

Witt
1329

Geib
0353

1057 12
7879

EXTRA A



A.T.F.

C.W.

Fischer
0244
1057

Miller
1320
390²⁵

Currence
773d

Yuenger
3400

Kerr
0634

Moore
0182

Hubbs
0233

Rogers
4869

Worthy
0173

Woodcock
7876
96²⁵

Brown
7882

Hiatt
6080
95⁸

Holcombe
3273

Hearn
1205

Dean
3153

McCallister
0674

Brownlow
9884

Francis
9883


Jeffers
7935
100²⁵


EXTRA

EXTRA A/C

ABORTIVE 

MISSING 

CHANGES 

New With
other
Group 

1057 1251

7879 3529

Toley
0120
95⁸

Hansen
5918
390²⁵

