

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

APO 634,  
15 January 1944.

SUBJECT: Report of Operations Officer, Mission - 14 January 1944, Crossbow #71.

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

1. GENERAL NARRATIVE. The 95th Bomb Group took off at 1320-1334. By 1340 the Group formation had assembled over the base at 2000'. Climb to bombing altitude was started at this time and course set for Dungeness. No Combat Wing formation was to be flown, so two minute interval was obtained between Groups as briefed, with the 390th and 100th Groups following.

Dungeness was crossed on time at 1505 at an altitude of 12,000'. Briefed course was flown to I.P. with the lead squadron peeling off first at I.P. and followed in thirty second intervals by the Low and High Squadrons. Briefed course was flown into the target with slight evasive action as squadrons crossed the enemy coast.

No difficulty was encountered by any of the squadrons in locating the target. The Lead and Low squadrons dropped their bombs, with good results, on their initial bombing run. The High squadron did not positively identify the target in the initial bombing run so a second bombing run was started. On the second run the bombs would not release on intervalometer or salvo, so a third bombing run was started to check the racks again. The bombs failed to release again, so lead was turned over to the second element leader to make the bombing run for the High squadron. The second element leader was unable to find the target on their run, so course was set for route out by the second element leader. The Leader of the High squadron, with five ships, then started another run and again was unable to release the bombs, so course was set for route out.

The Lead and Low squadrons reformed after bombing and returned to the base, landing at 1651-1715. The Low squadron returned to the base, landing at 1730-1752. On route out, descent was started when enemy coast was crossed.

2. AIRCRAFT NOT ATTACKING. Twenty-four (24) aircraft, including three spares, left base in the formation shown in the attached diagram "A". There were no abortions and the spares filled in with the High and Low squadrons.

All aircraft were dispatched and are credited with sorties.

Of the twenty-four aircraft which went over the target, eight (8) aircraft forming the High Squadron failed to bomb, because of bomb rack failure in the Lead ship. The formation over the target is shown in attached diagram "B".

3. LOST AIRCRAFT. No aircraft were lost.

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

DIAGRAM "A"

95th GRO P ASSEMBLY

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

GROUP FORMATION FORM

DATE January 14, 1944

LEAD

KEENE  
7915

LOW

SCOTT  
1640

DEAR  
3165

BEAUM  
1205

HIGGINS  
0226

HIGH

CARROLLS  
0235

WHELAN  
0176

WOLFE  
0609

CHAM  
9793

HARRY  
5629

BLAIR  
9800

WATKINS  
7976

WARD  
7929

STUBBS  
3224

BRINE  
1319

WAGNER  
0191

COLE  
7766

WILSON  
0130

WELBY  
7894

WARRING  
9045

WILE  
1253

WESTER  
0366

WORTHY  
1061

WILLIAMS  
7862

BRIEFING \_\_\_\_\_

READINESS \_\_\_\_\_

STATIONS \_\_\_\_\_

TAXI \_\_\_\_\_

TAKE-OFF \_\_\_\_\_

REMEDIOUS \_\_\_\_\_

SHIPS

334 \_\_\_\_\_

335 \_\_\_\_\_

336 \_\_\_\_\_

412 \_\_\_\_\_

DIAGRAM "B"

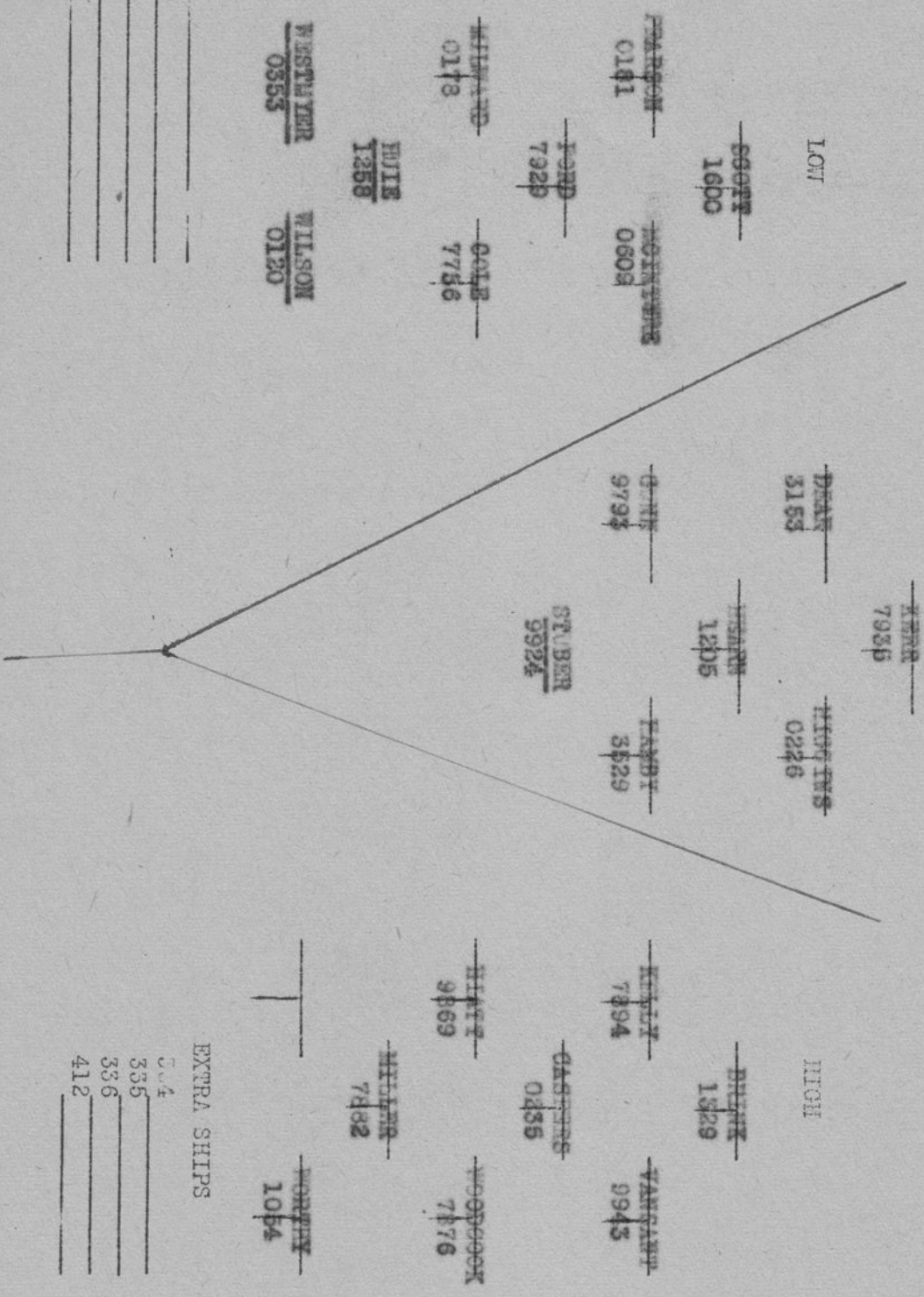
95th GROUP OVER TARGET

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

GROUP FORMATION FORM

LEAD

DATE January 14, 1944



BRI  
READINESS  
STATIONS  
TAXI  
TAKE-OFF  
PUMP

EXTRA SHIPS  
004  
335  
336  
412

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 14 Jan 1944

TARGET \_\_\_\_\_

1. 13 C.W. 95 GROUP POSITION Lead GP LEADER Col McKnight  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 1305 T.O. 1st A/C 1320 BASE 1340 ETR 1657
3. SQUADRON 334 NO. OF A/C 7 CALL SIGNS: W/T JXB

N H K L J D C \* \*

A/C	: 9924	: 1329	: 9943	: 7894	: 1258	: 0180	: 0353	:	:	:	:	:	:
A.T.O.	: 1327	: 1326	: 1327	: 1327	: 1327	: 1332	: 1324	:	:	:	:	:	:
A.T.R.	: 1712	: 1786	: 1737	: 1735	: 1658	: 1659	: 1657	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 6 CALL SIGNS: W/T WNL

M N S Y Q X

A/C	: 4600	: 0609	: 0588	: 7929	: 7256	: 0181	:	:	:	:	:	:	:
A.T.O.	: 1328	: 1329	: 1330	: 1330	: 1331	: 1331	:	:	:	:	:	:	:
A.T.R.	: 1659	: 1700	: 1702	: 1655	: 1703	: 1651	:	:	:	:	:	:	:

SQUADRON 336 NO. OF A/C 6 CALL SIGNS: W/T TUW

N L A E F K

A/C	: <del>4</del>	: 0224	: 3153	: 1205	: 3327	: 7935	:	:	:	:	:	:	:
A.T.O.	:	: 1320	: 1321	: 1321	: 1322	: 1320	:	:	:	:	:	:	:
A.T.R.	:	: 1708	: 1706	: 1714	: 1716	: 1707	:	:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 5 CALL SIGNS: W/T SBO

V U T R T S \*

A/C	: 7795	: 0734	: 7876	: 9869	: 7882	: 1051	:	:	:	:	:	:	:
A.T.O.	: 1322	: 1324	: 1324	: 1325	: 1328	: 1324	:	:	:	:	:	:	:
A.T.R.	: 1710	: 1780	: 1731	: 1730	: 1752	: 1731	:	:	:	:	:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	1329	:	Long Delay Fuel
:	:	7929	:	" " "
:	:	1205	:	" " "

\* spares

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-15

16 January 1944

AIRCRAFT NOT ATTACKING

95 Group Formation

Mission of 14 January 1944

- A. Number of A/C Taking Off..... 21 & 3 Spares
- B. A/C Taking Off less unused spares..... 24
- C. Number of A/C Attacking..... 16
- D. Number of A/C Not Attacking..... 8
- E. Detailed description of reasons why aircraft did not attack:

1. A/C 42-30235 Sortie. Failed to attack target after being dispatched because of: (a) First run the target could not be identified, (b) second and third run failed because bombs would not release, (c) fourth run was made by deputy leader, but he also was unable to identify the target, (d) fifth run the pilot tried to release the bombs but he also failed so squadron returned to base.

A/C 42-37894, 42-31054, 42-29943, 42-37882, 42-31329, 42-37876, 42-39869  
Sorties Failed to attack target after being dispatched because of:  
(a) Could not bomb without Squadron lead aircraft.

For the Commanding Officer:

*Harry G. Mumford*  
HARRY G. MUMFORD,  
Lt. Col., Air Corps,  
Operations Officer.