

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

APO 634,  
22 January 1944.

SUBJECT: Report of Operations Officer, Mission 21 Jan. 1944; Crossbow #110.

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

1. GENERAL NARRATIVE. The 95th "A" Bomb Group took off at 1230-1243 hours. By 1250 the 95th "A" Bomb Group had assembled over the base at 2000'. Course for Splasher #7 was set at this time. A climb to 3500' was necessitated in the area of Splasher #7 due to scattered clouds at the briefed altitude of 2000'. Splasher #7 was crossed at 1339 at an altitude of 3500', and climb to bombing altitude started at that time. There was no combat wing formation to be flown. Brighton was crossed at 1411 at bombing altitude of 12,000'.

The briefed course was flown to the enemy coast with landfall being made at 1435. The peel-off at the I.P. was executed at 1436 with lead squadron peeling off first and followed by the low and high squadrons in twenty second intervals.

No difficulty was encountered by any of the squadrons in locating the target. Due to scattered clouds in the target area a second run was made by the lead, low, and high squadrons. On the second run the lead and low squadrons were able to sight on the target and drop their bombs, with good results. The high squadron was unable to sight on the target on the second run so a third run was made by the high squadron in which their bombs were dropped with good results. The lead and low squadrons of the 95th "A" Bomb Group encountered no flak or enemy fighters throughout the time over enemy territory. The high squadron was attacked by four enemy fighters.

The lead and low squadrons reformed after dropping their bombs and high squadron returned alone. Landfall was made on the English Coast by lead and low squadrons at 1535, at 50°50' - 00°23'E. Landfall on the English Coast was made by the high squadron at 1541, at 50°50' - 00°23'E. Descent was started in mid-channel by all three squadrons and route home over England flown at 6000' to stay above the clouds and haze. The 95th "A" Group landed at base at 1618 - 1636.

2. AIRCRAFT NOT ATTACKING. Twenty (20) aircraft left base in the formation shown in diagram "A". Ship #42-31258 scheduled to take off with 95th "A" Bomb Group was delayed due to super-charger trouble, and took off with the 95th "B" Bomb Group.

Twenty (20) aircraft were dispatched and are credited with sorties. Twenty (20) aircraft are credited with attacking the target.

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-5

21 January 1944

AIRCRAFT NOT ATTACKING

95 "A" Group Formation

Mission of 21 January 1944

- A. Number of A/C Taking Off.....20
- B. A/C Taking Off less unused spares.....20
- C. Number of A/C Attacking.....20
- D. Number of A/C Not Attacking..... 0
- E. Detailed description of reasons why aircraft did not attack: None

For the Commanding Officer:

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

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NINETY FIFTH BOMBARDMENT GROUP (H)  
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SUBJECT: Report of Operations Officer, Mission 21 Jan. 1944; Crossbow #110.

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

1. GENERAL NARRATIVE. 95B Group formation took off from base at 1301-1315 hours. By 1327 the 95B Group had assembled over the base at 2000'. Course was set for Splasher #7 at this time. Assembly altitude was 3500' instead of briefed altitude of 2000' due to scattered cumulus clouds. Reaching Splasher #7 at 1346, the climb to bombing altitude was begun at that time. No Combat Wing formation was to be flown. Dungeness was crossed at 1419 at bombing altitude of 12,000'.

The briefed course was followed to the enemy coast, landfall was made at 1432 with visible pilotage points being observed. Peel-off at the I.P. was executed with lead squadron off first followed by the low and high squadrons.

A pilotage point was plotted approaching the target. 7-9/10 cumulus clouds covered the target area. The lead, low, and high squadrons made three runs, but the target could not be identified.

The low squadron of the 95B Group bombed a target of opportunity. Due to cloud cover and a short bomb run, results were observed to be poor. From target identification pictures this squadron bombed NoBall #24.

After dropping bombs, each squadron returned alone, landfall was made on the English Coast at 1531. Descent started in mid-channel by all three squadrons and route home over England was flown at 5500' to avoid clouds and haze. 95B Group landed at base at 1613 - 1654 hours.

2. AIRCRAFT NOT ATTACKING. Twenty two (22) a/c left base in the formation shown in Diagram B. Twenty Two (22) a/c were dispatched and are credited with sorties. 5 a/c of 95B low squadron attacked NoBall target #24. A/c #0167 jettisoned its bombs in the channel. The remaining 16 a/c of 95B Group did not attack due to cloud cover over target.

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

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

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-15

22 January 1944

AIRCRAFT NOT ATTACKING

95 B Group Formation

Mission of 21 January 1944

- A. Number of A/C Taking Off..... 22
- B. A/C Taking Off less unused spares..... 22
- C. Number of A/C Attacking..... 5
- D. Number of A/C Not Attacking..... 17
- E. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-39884, 42-3529, 42-30226, 42-31205, 42-39897, 42-3562,  
42-37882, 42-30634, 42-31054, 42-39869, 42-30173, 42-38054,  
42-39793, 42-30233, 42-3095, 42-31258.

Sorties. Failed to attack target after being dispatched because of:  
(a) Clouds obscured target making identification impossible.

A/C 42-30167

Sortie. Failed to attack target after being dispatched because of:  
(a) Pilot out of formation at time of bombs away, and bombardier did not see bombs leave lead ship, so held bombs rather than scatter them over France.

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

DIAGRAM "A"  
95TH "B" GROUP ASSEMBLY

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

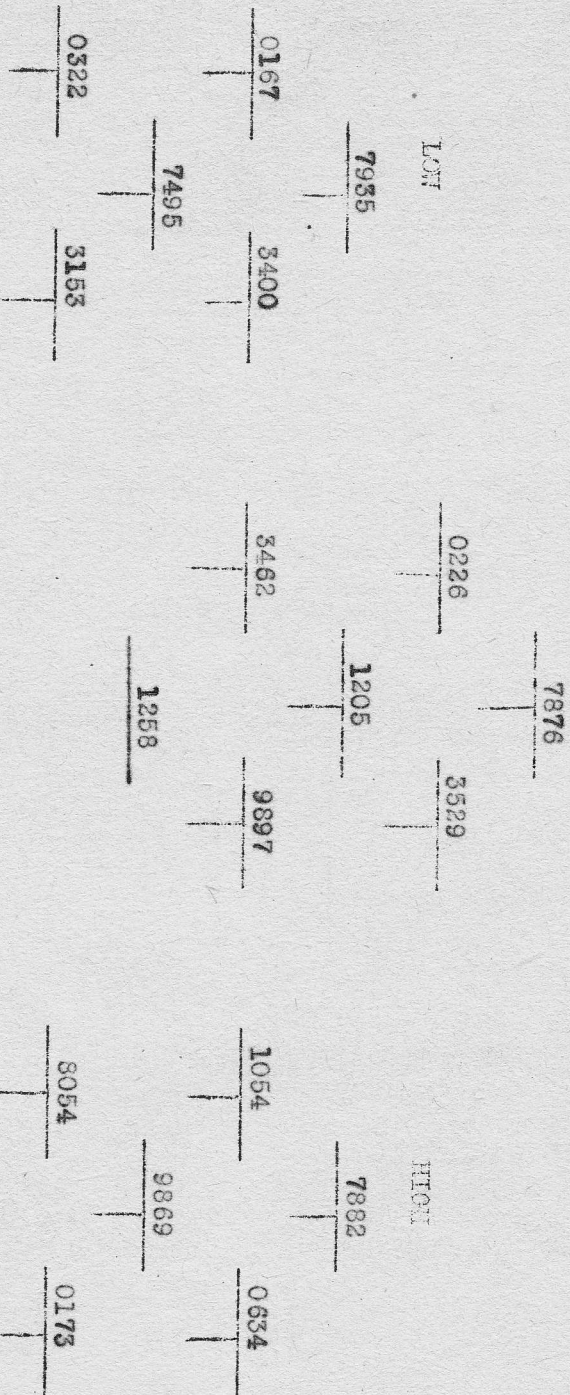
GROUP FORMATION FORM

DATE 21 JANUARY 1944

LINAD

LOM

HICOM



- PRINTING \_\_\_\_\_
- READINESS \_\_\_\_\_
- STATIONS \_\_\_\_\_
- TAXI \_\_\_\_\_
- TAKOFF \_\_\_\_\_
- RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

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

AGRAM "B"  
RE "B" GROUP OVER TARGET

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

GROUP POPULATION FORM

DATE 21 JANUARY 1944

LEAD

7876

0226

3529

LOW

7955

1205

9897

0169

5400

5153

1258

7495

HIGH

7882

1054

0634

9869

8054

0173

9793

3095

0233

0322

5153

EXTRA SHIPS

354

335

386

412

- BRIEFING \_\_\_\_\_
- READINESS \_\_\_\_\_
- STATIONS \_\_\_\_\_
- TAXI \_\_\_\_\_
- TAKEOFF \_\_\_\_\_
- REMEDEVIOUS \_\_\_\_\_

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

187th Operation - 21 January 1944

"Crossbow" Targets - Pas de Calais and  
Cherbourg Peninsula Areas

Military installations in the Pas de Calais and Cherbourg Peninsula areas were attacked by the largest force of bombers dispatched to date. 10 Combat Wings of 1st, 2nd and 3rd Bombardment Divisions dropped a total of 1070 tons of 500 G.P. bombs on 25 assigned military installations with excellent results on 2, good on 11, fair on 2, poor on 5 and unknown on 5. 72 tons of bombs were dropped on targets of opportunity with unobserved results.

Patches of cloud over many of the targets made repeated bombing runs necessary, and some of the assigned targets were not attacked even though the bombers descended to as low as 7500 feet. Flak was moderate to intense and enemy air opposition was generally weak. 6 bombers are missing - 1 B-17 to AA fire and 5 B-24s, all from the 44th Group, to e/a. Preliminary bomber claims are 7-1-0.

The bombers attacking the Pas de Calais area were given fighter support by 10 Groups of P-47s and 1 Group of P-38s, while those attacking in the Cherbourg Peninsula area were given close escort by 1 Group of P-38s. Fighters report seeing approximately 65 e/a, and as a result of aerial engagements and ground strafing, preliminary fighter claims are 8-2-4. 1 P-47 was lost as a result of combat.

Unit	Number of A/C		Lost	Personnel Casualties		
	(Dispatched)	(Attacked)		(Killed)	(Wounded)	(Missing)
1ST BOMB DIV.	Primary	Other Targets				
1st C.W.	69	42	0	0	2	0
40th C.W.	96	17	0	0	3	0
41st C.W.	98	58	0	0	2	0
94th C.W.	43	29	10	0	1	0
	<u>306</u>	<u>146</u>	<u>10</u>	<u>0</u>	<u>8</u>	<u>0</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				Personnel Casualties		
	(Dispatched Attacked)		Lost)	(Killed Wounded Missing)			
	Primary	Other Targets					
2nd C.W.	59	31	6	0	0	0	0
14th C.W.	56	30	0	5	2	11	54
20th C.W.	80	7	3	0	0	<del>20</del> 25	<del>54</del> 04
	<u>195</u>	<u>68</u>	<u>9</u>	<u>5</u>	<u>2</u>	<u>16</u>	<u>58</u>
<u>3RD BOMB DIV.</u>							
4th C.W.	83	39	0	0	0	0	0
13th C.W.	124	75	5	1	0	<del>28</del> 7	<del>81</del> 12
45th C.W.	84	42	0	0	0	0	0
	<u>291</u>	<u>156</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>16</u>
OPERATION TOTALS	792	370	24	6	2	<del>51</del> 31	<del>54</del> 74

BOMBING RESULTS: 302 B-17s dropped 3464 x 500 G.P. and 4 x 1000 G.P. on 19 "Crossbow" targets from 11,200 to 25,000 feet at 1359 to 1536 hours, and 68 B-24s dropped 804 x 500 G.P. on 6 "Crossbow" targets from 11,400 to 13,000 feet at 1450 to 1522 hours. Preliminary interpretation of strike attack photographs show results to be excellent on 2, good on 11, fair on 2, poor on 5 and, due to cloud cover in photos, results are unknown on 5 targets.

10 B-17s dropped 120 x 500 G.P. on an airfield near Furness, 5 B-17s dropped 60 x 500 G.P. on a target of opportunity at 50°25'N - 01°50'E, and 9 B-24s dropped 108 x 500 G.P. on targets of opportunity with unknown results.

REASONS FOR FAILURE TO BOMB: 280 B-17s and 118 B-24s failed to bomb - 265 B-17s and 116 B-24s due to weather, 10 due to mechanical or equipment failures, 1 due to enemy action and 6 due to other reasons.

ENCOUNTERS: Enemy fighter opposition was numerically inferior and relatively unaggressive. Only successful attacks were by 15 FW 190s and Me 109s against 14th Bomb Group. Five B-24s were lost to repeated tail-end Charlie attacks from the target area to the coast while four e/a were shot down. 1st Division experienced few e/a encounters and claimed 2-1-0 after an unsuccessful attack by six FW 190s against one formation near Pucheroin. 3rd Division reported four FW 190s made one attack over the target area against one formation without effect and sustaining the loss of one FW 190. Another formation was attacked by three to ten s/e e/a which made one or two passes south of St. Saens and were driven off by P-47s.

CASUALTIES: Personnel - 2 crew members were killed, 31 wounded and 74 are missing.

Equipment - 1 B-17 was lost to flak and 5 B-24s were lost to e/a.  
Estimated Battle Damage - 87 B-17s and 68 B-24s category "A" and "AC", 24 B-17s category "B" and 1 B-24 category "E".

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



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

ANTI-AIRCRAFT FIRE: 1st and 3rd Bomb Divisions report meager inaccurate, heavy flak was seen over Fecamp, Le Treport and Abbeville, although 2nd Bomb Division reported considerable flak was encountered by all groups from coast to targets and back and very accurate fire at Fecamp. One B-24 was hit by flak in the vicinity of Calais and later crash-landed in England. The 91st Group which went over the Cherbourg Peninsula reported meager to moderate accurate fire in that area. Rocket type missiles were observed by 2nd and 3rd Divisions and fighter groups spiraling or zigzagging up as high as 11,000 to 20,000 feet. Persistent smoke trails were left behind lasting for 15 to 20 minutes. Two instances of this type of fire were reported at Dieppe going in, seven to eight instances in the target area, one at Cleres and three at Bacqueville.

WEATHER: Weather was good until the French coast was reached. Over the target areas several groups report CAVU conditions, but the majority of groups encountered 5/10 to 10/10 cloud which forced them to make repeated runs over the targets in search of breaks in the cloud cover. In the absence of these breaks many formations were compelled to return to their bases without dropping their bombs.

OBSERVATIONS: A large supply depot with well-constructed railroad spurs and sidings was seen in the vicinity of Ypres. A long road-like construction, running east-west with two circles seen at each end, was observed at 49°40'N - 01°30'W. Buildings on east side of Foret de Crecy observed undergoing camouflaging.

NOTE: The foregoing is based on preliminary information and should not be used for record purposes.

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

C O N F I D E N T I A LVIII FIGHTER COMMAND OPERATIONS21 January, 1944

Ten groups of P-47s and one group of P-38s gave target and general area support and two groups of P-47s provided free lance support around the perimeter of the Pas de Calais area. One group of P-38s gave close escort without incident for an attack on two targets in the Cherbourg Peninsula area.

An approximate total of 65 e/a, FW-190s and Me-109s, was seen in the air. Seven groups reported seeing no e/a. As a result of aerial engagements and strafing of e/a on the ground, preliminary claims are 8-2-4. One P-47s was lost to enemy fighter action.

One P-47 group bounced four FW-190s about to attack bombers in the vicinity of St. Saens and destroyed one and damaged another, while another group engaged a flight of 4 Me-109s north of St. Quentin and destroyed three aircraft. A probable Do-217 was destroyed on an airfield near Albert, and a Ju-88 and FW-190 were also destroyed on St. Leger A/D.

Single engine e/a operated in the main in relatively small numbers at medium and low altitudes apparently with the purpose of escaping observation and avoiding combat with our fighters while looking for unescorted bombers. Main enemy activity was against our withdrawing formations in the Abbeville area.

<u>Group</u>	<u>Type A/C</u>	<u>Type Support</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>PAS DE CALAIS</u>					
4	P-47s	Free Lance	49	0	1-0-1
55	P-38s	Target Area	49	0	0-0-0
56A	P-47s	General Area	37	1	1-0-1
56B	P-47s	General Area	34	0	0-0-0
78A	P-47s	General Area	37	0	0-0-0
78B	P-47s	General Area	38	0	0-0-0
352	P-47s	Target Area	47	0	0-0-0
353	P-47s	Target Area	57	0	4-0-0
355	P-47s	Free Lance	47	0	1-0-1
356	P-47s	Target Area	44	0	1-2-1
358	P-47s	Target Area	43	0	0-0-0
359	P-47s	Target Area	57	0	0-0-0
361	P-47s	Target Area	41	0	0-0-0
<u>CHERBOURG</u>					
20	P-38s	Close Escort	<u>48</u>	<u>0</u>	<u>0-0-0</u>
TOTAL			628	1	8-2-4

NOTE: The foregoing is based on preliminary information and should not be used for record purposes.

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