

957A  
Assem. bly bly

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

GROUP FORMATION FORM

DATE 1-24-44

LEAD

Scott

Brady

McIntyre

Powers

HIGH

REED

Costales

Cole

HUIE

Munson

Pearson  
Tuberoso

Stern

HARGROVE

Kelly

Shoyd

Mowers  
VANSANT

BORNETTE

WENNARD

Stuba

Reznisky

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
SIGNALS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKSOFF \_\_\_\_\_  
REDEVELOPS \_\_\_\_\_

EXTRA SHIPS

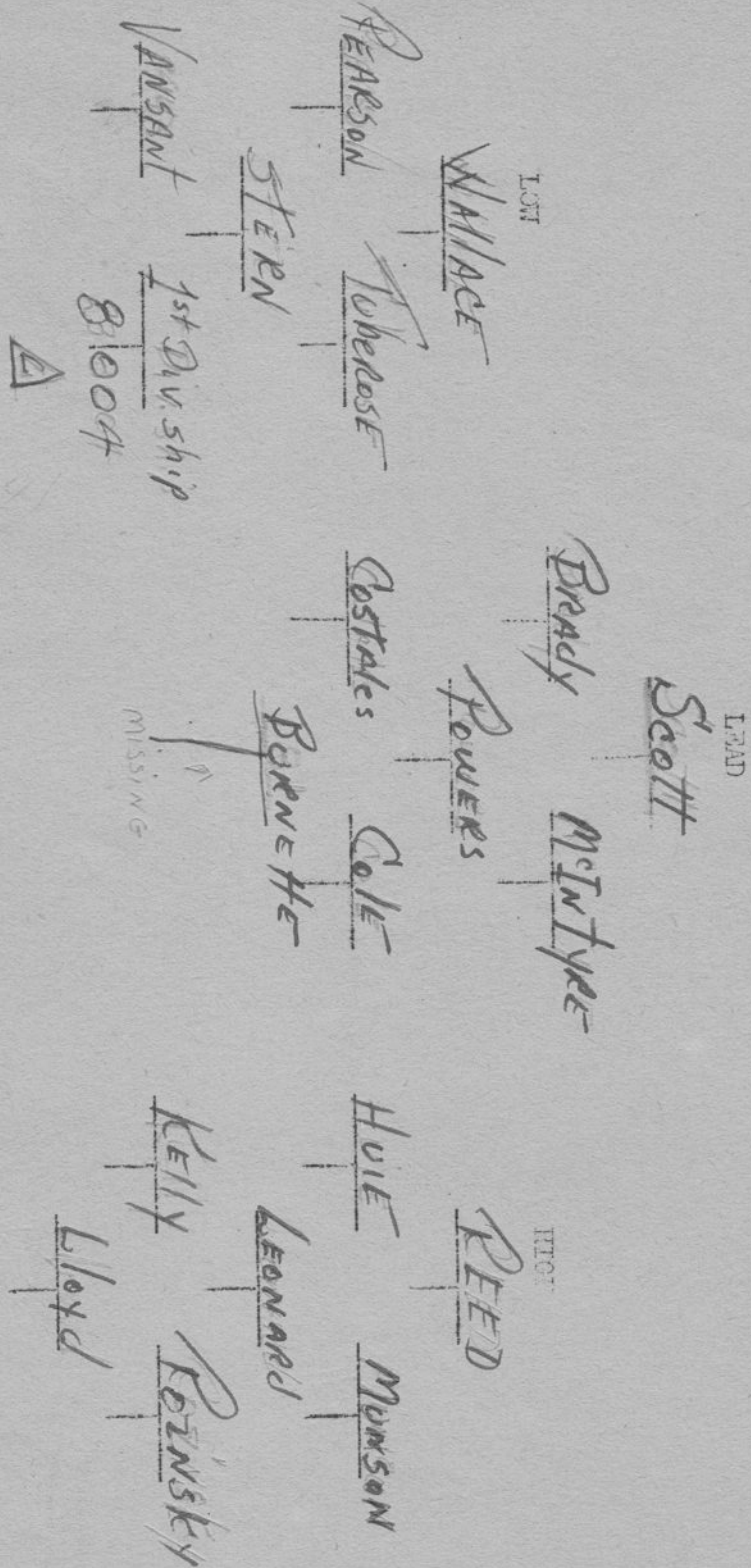
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

95A  
OVER FARGETT

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

GROUP FORMATION FORM

DATE 1-24-44



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

EXTRA SHIPS

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

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

25 January 1944.

SUBJECT: Report of Operational Mission, 24 January 1944, Frankfurt.

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

1. GENERAL NARRATIVE: The 95A Group took off at 0734-0751, and made a normal assembly over the field by 0800 hours. 95B was still circling in the vicinity, and 95A tacked on as low group in the 13A Combat Wing formation.

Reference is made to the above report of the main "B" Group formation, for a general narrative of the remainder of the mission, which was flown in company with the main 95B formation. In addition, however, the following points are to be noted:

(a) Air speed on the route from the English Coast to the target was excessive for the 95A Group, in order to maintain proper Wing formation. After a VHF contact, the Wing Leader dropped his airspeed five miles per hour, in order to ease the situation.

(b) 95A leader verified receipt of an authenticated recall for the Wing leader at 1045 hours, and acknowledged the plan of the leader to bomb a target of opportunity in Germany. Bombs were dropped on the PFF in 95B.

2. AIRCRAFT NOT ATTACKING: Twenty a/c left the English Coast; all made sorties and bombed the target of opportunity. In addition, No. 42-1244 failed to find the formation, and flew with the first Division until recall; sortie.

3. LOST AIRCRAFT:

No. 42-7756 - unable to hold formation, turned back on bomb run with fighter cover. Since this a/c is missing, and, there being no definite evidence, it is presumed to have bombed the target.

No. 42-0181 - shot down by enemy fighters out of the clouds, inside the Belgium coast on return trip. Three chutes.

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



Authority NND 745005  
 By SN NARA Date 4/28/11

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
 APO 634

H-I-15

25 January 1944

AIRCRAFT NOT ATTACKING95 A Group FormationMission of 24 January 1944

- A. Number of A/C Taking Off..... 21 & 1 Spare  
 B. A/C Taking Off less unused spares..... 22  
 C. Number of A/C Attacking..... 20  
 D. Number of A/C Not Attacking..... 2  
 E. Detailed description of reasons why aircraft did not attack:
1. A/C 42-30120 No Sortie. Left formation before being dispatched because of: (a) # 3 engine losing oil pressure.
  2. A/C 42-31244 Sortie. Left formation after being dispatched because of: (a) Could not find formation but flew with 1st Division until recalled.

For the Commanding Officer:

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

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

LEAD

P.F.F.  
4|87

SEGER  
02|35

WOODCOCK  
60|80

LOT

ROGERS  
97|93

NEWSON  
03|22

HUBBS  
02|33

HIATT  
78|82

HANSEN  
34|00

BATCHA  
78|76

BIESECKER  
01|73

P.F.F.  
3|57

HIGH

FISCHER  
79|35

HIGGINS  
02|26

CAVALIER  
35|29

HEARN  
12|05

HAMBY  
74|95

MCALLISTER  
98|97

DEAN  
98|84

WESTMYER  
34|62

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKES OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

DIAGRAM "B"

95th "B" GROUP ~~ASSIGNED~~  
OVERTARGET

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

GROUP FORMATION FORM

LEAD

P.F.F.

LOW

ROGERS  
97|93

NEWSOM  
03|22

HIATT  
78|82

100<sup>th</sup>  
7|13

HANSEN  
34|00

P.F.F.  
02|35

BATCHA  
78|76

WOODCOCK  
60|80

BIEBECKER  
01|73

P.F.F.

HIGH

FISCHER  
79|35

HIGGINS  
02|26

HEARN  
12|05

CAVALIER  
35|29

HAMBY  
74|95

DEAN  
98|84

M<sup>c</sup>GALLISTER

96<sup>th</sup>  
00|51

WESTMYER  
34|62

- BRIEFING \_\_\_\_\_
- READINESS \_\_\_\_\_
- SIGNALS \_\_\_\_\_
- TAXI \_\_\_\_\_
- TAKHOFF \_\_\_\_\_
- RENDEZVOUS \_\_\_\_\_

- EXTRA SHIPS
- 334 \_\_\_\_\_
- 335 \_\_\_\_\_
- 336 \_\_\_\_\_
- 412 \_\_\_\_\_

DATE \_\_\_\_\_



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

AFPO 634,  
25 January 1944.

SUBJECT: S-3 Narrative of Operational Mission, Frankfurt, 24 January 1944.

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

1. GENERAL NARRATIVE. The 95B Group formation took off at 0705-0720. Two aircraft #7876 and #7882 taced late and took off after the 95A Group., however joined 95B Group in the climb. By 0735 the 95B Group had assembled above the base at 2000 feet. A climb was started to 4000 feet at this time to circle and wait for 95A Group to join as low Group. Climb to assembly altitude was started at 0805 with 95A Group in low Group position.

The 390th Group joined the 13A Combat Wing formation as high Group at Splasher #6 at 20,000 feet at 0927. Course was then set for Splasher #7 with 390th and 95A Group holding good Combat Wing formation. Splasher #7 crossed at 0939 and Clacton crossed at 0945. Climb to bombing altitude was started at this time. A landfall on the enemy coast was made at 1001 at an altitude of 23,500 feet. Briefed route was flown in and recall recieved at 1022. The Combat Wing leader elected to bomb a target of opportunity with in Germany since the formation was within twelve minutes of Germany.

An I.P. was selected at 50°28' - 05°52'E to bomb Eschweiler as a visual target. Bombs were away at 50°50' - 06°20' E, 23,000 feet at 1046. 1000 feet were lost after bombs away with 390th and 95A rejoining Combat Wing formation. Route out was intercepted south of Brussels. Landfall on enemy coast out was made at 51°08' - 02°40'E at 1152 and descent was started at this time.

English coast was crossed at Friton - on - Sea at 1219. The 390th Group was dispatched to its base and 95B and 95A Groups returned to base with 95B landing at 1243-1300.

2. AIRCRAFT NOT ATTACKING. Twenty (20) aircraft, and two (2) PFF attached, of the 95B Group took off from the base in the formation shown in Diagram "A". Aircraft #42-31410 and #42-30634 turned back before being dispatched and are not credited with a sortie. Aircraft #42-30167 turned back before being dispatched and is not credited with a sortie. Aircraft #42-30235 turned back after being dispatched and crossing the enemy coast and is credited with a sortie.

The remaining eighteen aircraft went over the target of opportunity and are credited with sorties, all having dropped bombs. The formation over the target is shown in Diagram "B".

A detailed description of reasons for failure to attack will be given in a separate report on Aircraft Not Attacking.

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

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



HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-15

25 January 1944

AIRCRAFT NOT ATTACKING95 B Group FormationMission of 24 January 1944

- A. Number of A/C Taking Off..... 19, 2 PFF & 1 Spare  
 B. A/C Taking Off less unused spares..... 21  
 C. Number of A/C Attacking..... 18  
 D. Number of A/C Not Attacking..... 3  
 E. Detailed description of reasons why aircraft did not attack:
1. A/C 42-31410 No Sortie. Left formation before being dispatched because of: (a) Engineer became sick.  
 ( A/C 42-30167 No Sortie. Left formation before being dispatched because of: (a) Took off as extra aircraft, could not find formation in darkness and returned to base)
  2. A/C 42-30634 No Sortie. Left formation before being dispatched because of: (a) # 4 supercharger inoperative.
  3. A/C 42-30235 Sortie. Left formation after being dispatched because of:  
 (a) Could not keep up with formation.  
 (b) Supercharger inoperative

For the Commanding Officer:

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