

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 634

E-I-14

20 February 1944

AIRCRAFT NOT ATTACKING

95-B Group Formation

Mission of 20 February 1944

- A. Number of A/C Scheduled..... 19, 1 spare, 2 PFF
- B. Number of A/C Taking Off..... 19, 1 spare, 2 PFF
- C. A/C Taking off less unused spares..... 22
- D. Number of A/C Dispatched..... 22
- E. Number of A/C Attacking..... 21
- F. Number of A/C Not Attacking..... 1
- G. Number of Sorties..... 20, and 2 PFF
- H. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-31675 Sortie. Left formation after being dispatched because of: (a) could not transfer gas from wing tanks.

For the Commanding Officer:

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

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 634

21 February 1944

SUBJECT: Report of Operations Officer - Mission of 20 February 1944,
Rostock (Secondary Target).

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

95th "B" Group

1. General Narrative. The 95th "B" Group took off, to lead the 13th "A" Combat Wing, at 0730-0747 hours. The 95th "B" Group assembled over the MENDLESHAM BUNCHER at 10,000', because of a layer of clouds over the base at 2500'. After assembly the 95th "B" Group proceeded to Buncher # 11 where rendezvous was effected with the 95th "A" Group and the 390th "A" Group. Splasher # 6 was crossed at 0916 at 10,000' with the 13th "A" Combat Wing in good formation. CROMER was crossed on route out at 0931 at 10,000'. A solid undercast persisted from the English Coast out with tops at 4000'-5000'.

Briefed course out was flown over the North Sea with no difficulty from weather. The Danish Coast (55°18' - 08° 00' E) was crossed going in at 1138 at 12,000'. Briefed course was flown in to 54°47' - 18°46' E where decision was made to bomb the secondary target due to a solid undercast as far as could be seen.

The Combat Wing leader announced over V.H.F. that the secondary target would be bombed by Pathfinder. A climbing turn was made to the left over the Baltic Sea to an altitude of 18,000'. The P.F.F. ship on the right wing of the lead ship took over on a bombing run into the South West. Bombs were away at 1401 at 18,000' through a solid undercast.

After bombs away a turn to the right was made losing 1000'. An interception course was flown to the briefed course out with 55°15'-10°00' E crossed at 1440 at 15,000'. 55°15'-08°00' E was crossed on route home at 1500 at 15,000'. Descent was started at this time to minimum altitude. The course home was flown South of course with land fall being made on the English Coast at 52°23'-01°43' E at 6000' at 1639. The 390th Group was broken off at this point and the two 95th Groups returned to their base descending through the undercast by individual ships. The 95th "B" Group landed 1708 - 1809 hours.

2. Aircraft Not Attacking. Twenty-two (22) aircraft including two (2) P.F.F. ships and one (1) spare left the base in the formation shown in Diagram "A". Twenty-two (22) aircraft were dispatched and are credited with sorties. Aircraft No. 42-31675 left the formation before reaching the target.

Of the Twenty-one (21) aircraft over the target none failed to bomb. The formation over the target is shown in attached Diagram "B".

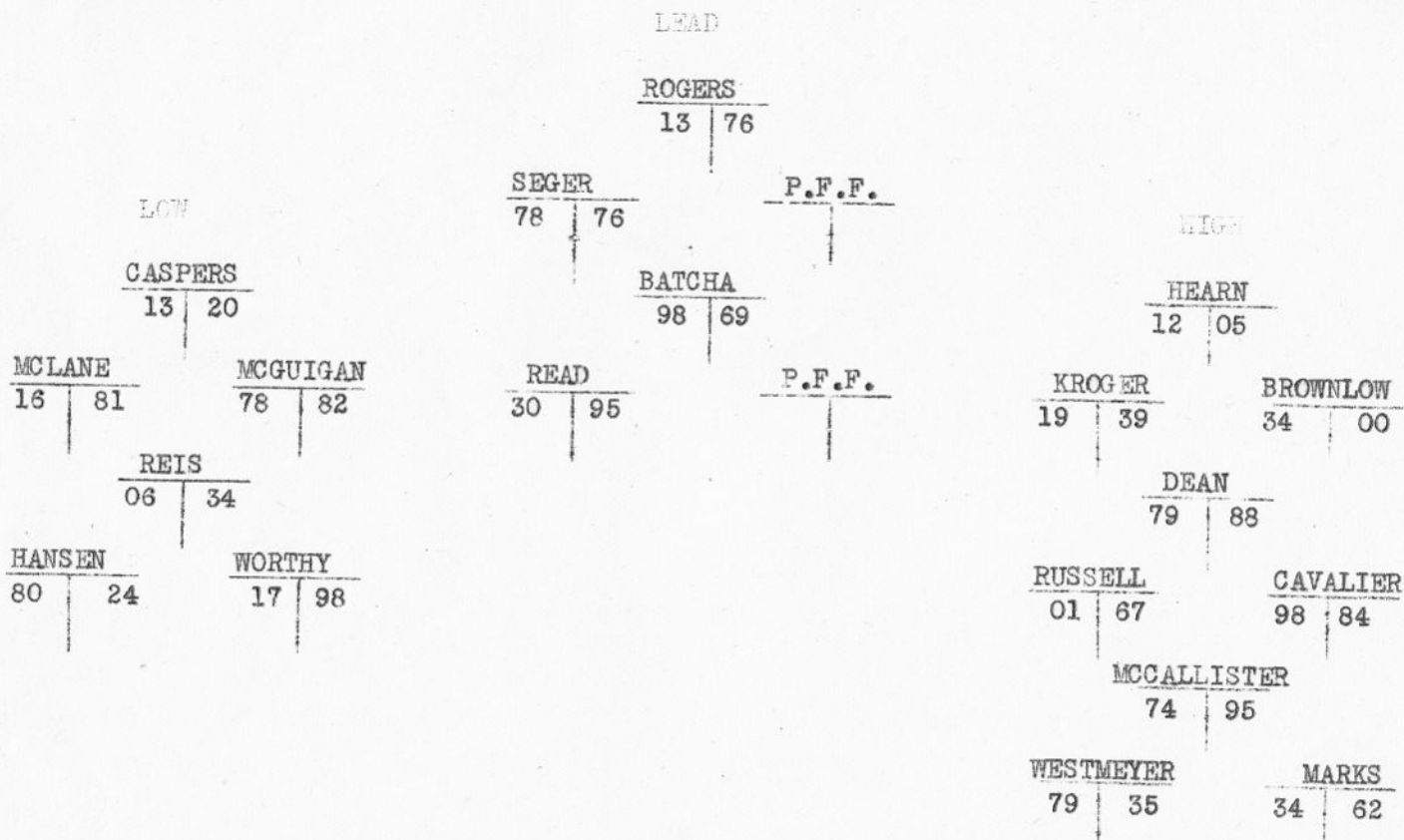
A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.

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

DIAGRAM "B"
95th "B" GROUP OVER TARGET

GROUP FORMATION FORM

DATE 20 February 1944



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

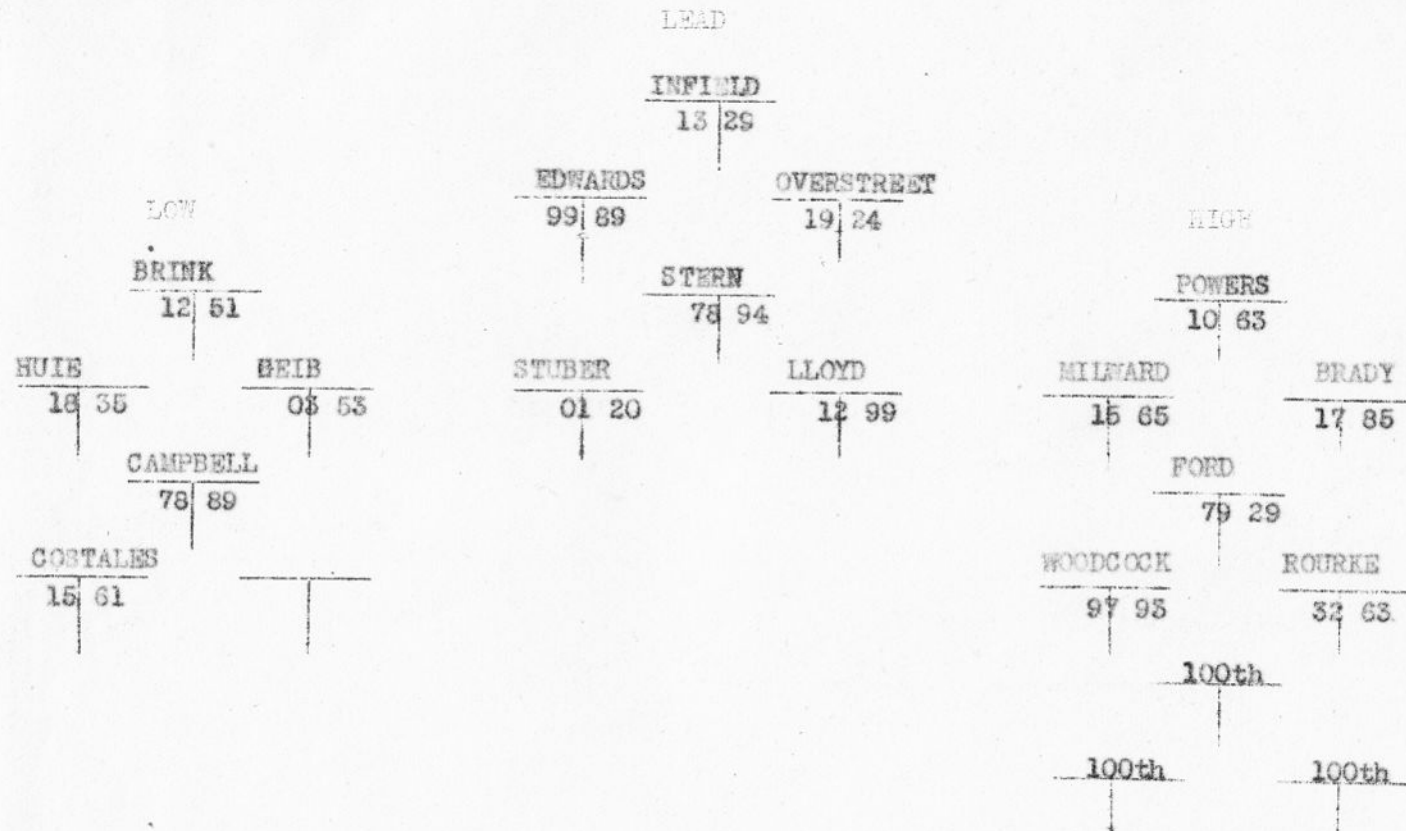
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 Authority NND745005
 By KA NARA Date 01/21/09

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

DIAGRAM "B"
95th "A" GROUP OVER TARGET

GROUP FORMATION FORM

DATE 20 February 1944



BRIEFLY _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

DECLASSIFIED
 Authority NND745005
 By KA NARA Date 01/21/09

"B" Group

STATION

119

FORM 3

DATE

2-20-43

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
336	V	1376	ROGERS			0730		1722	
	K	511	PFF			0730 ⁺		—	
412	S	7876	SEGER			0731 ⁺		1721	
412	R	9809	BATCHA			0732 ⁺		1715	
	A	483	PFF			0734		—	
412	Z	3095	READ			0733		1726	
336	E	1205	HEARN			0735		1719	
336	D	3400	BROWNLOW			0736		1719	
336	J	1939	KROEGER			0736 ⁺		1725	
336	M	7988	DEAN			0737 ⁺		1710	
336	N	9884	CAVALIER			0738		1712	
336	H	0167	RUSSELL			0739		1708	
336	C	7495	McCALLISTER			0739 ⁺		1723	
336	B	3462	MARKS			0740 ⁺		1804	
336	K	7935	WESTMEYER			0741		1709	
412	M	1320	CASPERS			0742		1702	
412	T	7882	MCGUIGAN			0743		1809	

DECLASSIFIED

Authority NND745005

By  NARA Date 01/21/09

"B" GROUP.

FORM 3

STATION 119

DATE 2-20-44

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
412	G 1681	McLANE			0744	1712		
"	W 1675	HUBBS			0744 ⁺	1432	<i>Should not transfer gas</i>	
"	U 0635 0634	REIS			0745 ⁺	1735		
336	Q 8024	HAWSEN			0746 ⁺	1710		
412	J 1798	WORTHY			0747	1718	SPARE	

DECLASSIFIED

Authority NND745005

By *[Signature]* NARA Date 01/02/09

"A" Group

STATION

119

FORM 3

DATE

2-20-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
334	H	1329	INFIELD			0900		1744	
334	Q	1924	OVERSTREET			0801		1737	
3	F	9989	EDWARDS			0804		1746	
334	L	7894	STERN			0804		1732	
334	M	1299	LLOYD			0803		1735	
334	D	0120	STUBER			0804		1736	
335	T	1063	POWERS			0805		1729	
335	N	1785	BRADY			0806		1739	
335	U	1565	MILWARD			0807		1742	
335	Y	7929	FORD			0807		1730	
300	A	3153	TROURKE			0808		1727	
412	Y	9793	WOODCOCK			0809		1734	
334	P	1251	BRINK			0810		1730	
334	C	0353	GEIB			0810		1743	
334	A	1835	HDIE			0811		1738	
335	L	7889	CAMPBELL			0812		1728	
334	X	9989	CROTCHFIELD			0851		1103	
335	Z	1561	COSTALES			0812		1724	

DECLASSIFIED

Authority NND745005

By 14 NARA Date 01/21/09

THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON ENGINEERING OFFICER
A.P.O. 634

20 February 1944

SUBJECT: Failure of B-17F No. 42-29943 to take off.

TO: Commanding Officer, 95th Bombardment Group.

1. On 20 February 1944, B-17F No. 42-29943 failed to take off for the mission scheduled because it ran off the taxi strip, and became stuck in the mud.
2. The pilot reported that the normal hydraulic system pressure fell off and he was unable to brake the airplane.
3. It was found that the airplane batteries had been discharged to such an extent that they would not run the normal hydraulic pump, and the pump failed to build up sufficient hydraulic pressure to stop the airplane.
4. The batteries have been recharged, and the airplane is now in commission.

WARREN B. DAVIS,
1st Lt., AC,
Asst. Engineering Officer.

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

U-B-2

APO 634,
20 February 1944.

SUBJECT: Engineering Report on Combat Mission 20 February 1944.

TO : Commanding Officer, 95th Bomb Gp (H). Attn: Lt Col MCKNIGHT.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 20 February 1944.

- a. Thirty-eight (38) B-17 airplanes took-off.
- b. Thirty-six (36) B-17 airplanes returned to base after completing mission.
- c. 42-29943 did not take-off. Taxied off end of perimeter and stuck in mud. Replaced by 42-31258. Took-off late, could not locate formation and returned to base.

2. There was one (1) abortive airplane.

- a. 42-31675 - #4 Tokyo valve inoperative.

3. Battle damage is as follows:

- a. 42-37889 - Main Spar damaged.
- b. 42-30120 - Nose Section damaged. Sheet metal damage.
- c. 42-30353 - Left elevator and stabilizer damaged. (Self-Inflicted)
- d. 42-31924 - Left stabilizer damaged. (Self-Inflicted)
- e. 42-31299 - Nose Section damaged.
- f. 42-31329 - #1 prop damaged. Dorsel fin damaged.
- g. 42-39989 - Control cables shot out. Radio wiring damaged.
- h. 42-31835 - Left stabilizer damaged. (Self-Inflicted)
- i. 42-39884 - Horizontal and vertical stabilizer damaged. (Self-Inflicted)
- j. 42-39793 - 20 mm exploded in exhaust system. #2 engine damaged. Major sheet metal damage.

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

A" Group

A.T.F.

C.W.

FORMATION DIA

95TH BOMB. GR

DATE 20-2

TIME

DECLASSIFIED
Authority NND745005
By [initials] NARA Date 01/21/09

LEAD

Infield

1329

LOW

Brink
1251

Edwards
9989

Overstreet
1924

HIGH
Powers
1063

Huie
1835

Geib
0353

Stern
7894

Mitward
1565

Brady
1785

Campbell
7889

Stuber
0120

Lloyd
1299

Ford
7929

Costales
1561

Crutchfield
1258

Woodcock
9193

Rourke
3263

100th

ABORTIVE _____

EXTRA _____

EXTR _____

MISSING _____

100th

100th

CHANGES _____

"B" Group Assembly

A.T.F.

C.W.

FORMATION DIAG

95TH BOMB. GRO

DATE 20-2

TIME

DECLASSIFIED

Authority NND745005

By [Signature] NARA Date 01/21/09

LEAD
Rogers
1376

LOW

HIGH

Caspers
1320

Seger
7876

PFF

Hearn
1205

McLane
1681

McGuigan
7882

Batcha
9869

Kroger
1939

Brownlow
3400

Abort

Hubbs
1675

Read
3095

PFF

Dean
7988

Hansen
8024

Reis
0634

Russell
0167

Cavalier
9884

ABORTIVE

MISSING

CHANGES

EXTRA

EXTRA

Worthy
1798

McCallister
7495

Westmyer
7935

Marks
3462

