

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

APO 634,  
21 February 1944.

SUBJECT: Report of Operations Officer - 21 February 1944 - Brunswick.

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

MAIN 95TH GROUP FORMATION

1. GENERAL NARRATIVE. The main 95th Group formation took off at 0945-1000. By 1005 the main 95th Group formation had assembled above the base at 2,000'. A climb to Combat Wing assembly altitude of 23,000' was started at this time. No difficulty was encountered by this Group in a climb up through the broken clouds at 2,500'. Buncher #11 was crossed on time (1145) at 23,000' with no sign of the two Groups from the 390th. Course was then set for Splasher #6 and a call received from the 390th "B" Group that the 95th was in sight ahead and to "S" on course to pick them up. The 95th Group finally made Combat Wing rendezvous as the high Group at 52°43'-02°05'E at 1223 at 23,000'.

Landfall on enemy coast going in was made at 52°40'-04°38'E at 1301 at 23,000'. The briefed course was then flown into 52°31'-08°20'E without difficulty. Pinpoint navigation was possible up to this point. Instead of turning into the I.P. at this point course was held to 52°28'-09°20'E at which time course was made to the I.P.

At the I.P. a Y.Y. flare was fired by the Combat Wing Leader and Bomb-bay doors were opened. Bombs were not dropped on the primary target and Combat Wing Leader announced that a secondary target would be bombed. Bomb-bay doors were closed and course flown to 52°24' - 10°04' E where a sharp turn to the left was made into Hannover. Bombs were away on P.F.F. ship at 1443 at 23,000 feet.

After dropping bombs two thousand feet in altitude were lost and course was set for briefed point of departure from enemy coast. Enemy coast was crossed on route back at 52°33' - 04°37'E at 1545 at 16,000 feet. Landfall was made on the English coast on route back at 52°17' - 01°38' E at 1620 at 5000 feet. Descent through the overcast was made individually with the main 95th Group landing at 1638-1652 hours.

2. AIRCRAFT NOT ATTACKING. Twenty one (21) aircraft left base in formation shown in Diagram "A". Aircrafts #42-37929, 42-37894, 42-3095,

42-30322, and 42-3263, left the formation before becoming dispatched, thus fifteen aircraft were dispatched and are credited with sorties.

Of the fifteen aircraft dispatched aircraft # 42-31565 turned back over enemy territory due to loss of oxygen. Aircraft # 42-30235 turned back over enemy territory due to an inoperative supercharger and high oil pressure on another engine.

Of the thirteen aircraft which went over the target shown in Diagram "B" none failed to bomb.

### 3. LOST AIRCRAFT.

#42-30634 - Probably crippled by enemy fighters on route out; was last seen with #2 and #3 engines on fire; five to six chutes.

#42-3462 - Last seen straggling over the target; probably mechanical failure.

### 390th "B" - 95th COMPOSITE FORMATION

1. GENERAL NARRATIVE. Six (6) aircraft took off at 0930 - 0934 to fly as Low Squadron for the 390th "B" Group, which was to lead the 13th "A" Combat Wing. These six aircraft assembled with the 390th "B" Group during their climb to assembly altitude.

Reference is made to the report of the 390th "B" Group for a general narrative of the remainder of the mission. The position of the Low Squadron contributed by the 95th Group in assembly and over the target is shown in Diagrams "A" and "B" respectively.

2. AIRCRAFT NOT ATTACKING. Aircrafts #42-37935 and 42-37988 returned before being dispatched. The remaining four aircraft were dispatched, attacked the target and are credited with sorties. Aircraft #42-31939 scheduled to fly with the 100th Group as a spare failed to find the formation and filled in with the 95th Composite Squadron for 390th "B" Group.

3. LOST AIRCRAFT. No aircraft were lost from the Composite Squadron.

### 100th - 95th SPARE SHIPS

1. GENERAL NARRATIVE. Two (2) aircraft took off at 1002 to act as spares for the 100th Groups. Aircraft #42-38024 filled in with the 100th "A" Group in #6 position in the Low Squadron. Aircraft #42-31939 failed to locate the 100th Groups and flew in #3 position of the Low Squadron of the 390th "B" Group.

Reference is made to the report of the 390th "B" and 100th "A" for a general narrative for the remainder of the mission. Both aircraft bombed in these positions and are credited with sorties.

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

STATION

119

FORM 3

DATE

2-21-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
412	M	1320	SCOTT			945		1649	
335	N	1785	CRITCHFIELD			946		1649	
335	U	1565	MILLWARD			947		1447	
335	Y	7929	CAMPBELL			948		1239	# 3 ENGINE
335	P	6080	BARRSDALE			949		1402	"
336	B	3462	MARKS			950			
334	P	1251	REED			950		1650	
334	N	9924	LLOYD			951		1646	
412	D	0735	MAUNSON			952		1447	
334	L	7894	BRINK			953		1247	←
334	K	9943	VANSANT			953		1648	
412	Z	3095	STUBER			954		1254	≠
334	J	1258	LEONARD			955		1647	
412	P	0322	EDWARDS			956		1017	Could not get landing gear down
412	J	1798	READ			956		1638	
335	T	1063	POWERS			957		1643	
335	V	3263	ROURKE			958		1230	←

DECLASSIFIED

Authority NND745005

By KJ NARA Date 01/02/09

STATION

119

FORM 3

DATE

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
335	Z	1561	COSTALES			1008		1648	
412	R	9869	HIAI <del>BATEHA</del>			0959		1641	
336	D	3400	BROWNHOW			1001		1643	
412	Q	0634	MCGUIBAN			1000			
336	C	7495	JEFFERS			930		1651	
336	K	7935	WESTMFER			931		1306	←
336	M	7988	RUSSELL			932		1317	←
412	G	1681	HUBBS			933		1653	
412	T	7882	NEWSOM			934		1655	
412	S	7876	REIS			934		1652	
336	Q	8024	CAVALIER			1002 <del>0102</del>		1646 <del>1306</del>	
336	J	1939	IFROBER			1002 <del>0102</del>		1640 <del>1317</del>	

DECLASSIFIED

Authority NND745005

By 61 NARA Date 01/02/09

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 2-21-44

TARGET \_\_\_\_\_  
LT. REED-334-P.

1. B C.W. 8 GROUP POSITION HIGH GP LEADER CAPT. SCOTT-42-M  
ETD \_\_\_\_\_
2. TAXI TIME 1st A/C 0900 T.O. 1st A/C 0915 BASE 0940 ETR 1527 1600
3. SQUADRON 334 NO. OF A/C 5 CALL SIGNS: W/T RAS

	P	N	L	K	J						
A/C	:1251	:9924	:7894	:9943	:1258:	:	:	:	:	:	:
A.T.O.	: <del>980</del> 980	:980	:953	:953	:955:	:	:	:	:	:	:
A.T.R.	:1650	:1646	:1247	:1648	:1647:	:	:	:	:	:	:

SQUADRON 335 NO. OF A/C 7 CALL SIGNS: W/T SWL

	N	U	K	P	T	V	Z				
A/C	:1785	:1565	:7929	:6080	: <del>863</del> 3263	:1561:	:	:	:	:	:
A.T.O.	:946	:947	:948	:949	:957	:958	:108:	:	:	:	:
A.T.R.	:1649	:1437	:1239	:1402	:1643	:1230	:1642:	:	:	:	:

SQUADRON 336 NO. OF A/C 7 CALL SIGNS: W/T NBQ

	B	D	*C	*K	*M	*Q	*V	J			
A/C	:3462	:3400	:7495	:7935	:7908	:8024	:1939:	:	:	:	:
A.T.O.	:750	:1001	:730	:931	:932	:102	:102:	:	:	:	:
A.T.R.	:1643	:1651	:1306	:1317	:1546	:1640:	:	:	:	:	:

SQUADRON 412 NO. OF A/C 10 CALL SIGNS: W/T PNS

	M	U	Z	P	J	R	O	*G	*T	*S		
A/C	:1320	:0235	:3095	:0322	:1798	:9869	:0634	:1681	:7882	:7816:	:	:
A.T.O.	:985	:952	:954	:956	:956	:959	:1000	:983	:933	:934:	:	:
A.T.R.	:1649	:1447	:1254	:1017	:1638	:1641	:	:1653	:1655	:1652:	:	:

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
<del>335</del>	Y	:7929	ABORT	:
<del>334</del>	L	:7894	"	:
<del>412</del>	Z	:3095	"	:
<del>335</del>	V	:3203	"	:
<del>336</del>	K	:1306	"	:
<del>336</del>	M	:1317	"	:
<del>332</del>	P	:6080	"	:
<del>412</del>	U	:0235	"	:
<del>335</del>	W	:1565	"	:
<del>336</del>	Q	:8024	"	:
* - WITH		390 "B"		
*V - "		100 "A"		
<del>336</del>	J	:1939	"	:
<del>412</del>	P	:0322	"	:

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

H-1-15

21 February 1944

AIRCRAFT NOT ATTACKING

95th Group Formation

Mission of 21 February 1944

- A. Number of A/C Scheduled..... 21
- B. Number of A/C Taking Off..... 21
- C. A/C Taking Off less unused spares..... 21
- D. Number of A/C Dispatched..... 15
- E. Number of A/C Attacking..... 13
- F. Number of A/C Not Attacking..... 8
- G. Number of Sorties..... 15
- H. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-31665 Sortie Left formation after being dispatched because of: (a) Oxygen leak.
- 2. A/C 42-37929 No Sortie Left formation before being dispatched because of: (a) # 3 Supercharger oscillating.
- 3. A/C 42-3060 No Sortie Left formation before being dispatched because of: (a) Pilot believed gasoline shortage, none existed.
- 4. A/C 42-30235 Sortie Left formation after being dispatched because of: (a) # 2 Supercharger inoperative (b) High oil pressure # 4 engine.
- 5. A/C 42-37894 No Sortie Left formation before being dispatched because of: (a) Manifold pressure dropped in # 3 engine
- 6. A/C 42-3095 No Sortie Left formation before being dispatched because of: (a) Oxygen leak.
- 7. A/C 42- 30522 No Sortie Left formation before being dispatched because of: (a) Could not retract landing gear.
- 8. A/C 42-3263 No Sortie Left formation before being dispatched because of: (a) Oxygen leak in pilot compartment.

For the Commanding Officer:

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

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 634

E-I-14

21 February 1944

AIRCRAFT NOT ATTACKING

95th - 100th Group Formation

Mission of 21 February 1944

- A. Number of A/C Scheduled..... 2
- B. Number of A/C Taking Off..... 1\*
- C. A/C Taking Off less unused spares..... 1
- D. Number of A/C Dispatched..... 1
- E. Number of A/C Attacking..... 1
- F. Number of A/C Not Attacking..... 0
- G. Number of Sorties..... 1
- H. Detailed description of reasons why aircraft did not attack:

\*(A/C 42-51939 scheduled to fly with this group could not find formation and flew with 390th Group and attacked the target.)

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

E-I-5

21 February 1944

AIRCRAFT NOT ATTACKING

95th - 390 - B Formation

Mission of 21 February 1944

- A. Number of A/C Scheduled.....6
- B. Number of A/C Taking Off.....7\*
- C. A/C Taking off less unused spares.....7
- D. Number of A/C Dispatched.....5
- E. Number of A/C Attacking.....5
- F. Number of A/C Not Attacking.....2
- G. Number of Sorties.....5
- H. Detailed description of reasons why aircraft did not attack:  
 \*(A/C 42-31939 scheduled to fly with 100th Bomb Group could not find formation so flew with this group).
  - 1. A/C 42-37935 No Sortie. Was not dispatched because of: (a)  
No. 3 Supercharger failure.
  - 2. A/C 42-37988 No Sortie. Was not dispatched because of: (a)  
Oxygen line to Ball Turret severed by gears.

For the Commanding Officer:

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



95th Composite Group

ASSEMBLY

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

GROUP FORMATION FORM

DATE February 21, 1944

LEAD

JEFFERS

7495

RUSSELL

7988

WESTMYER

7935

HUBBS

1681

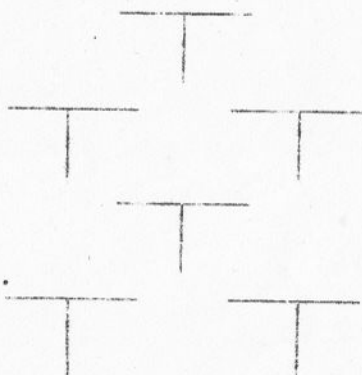
REIS

7876

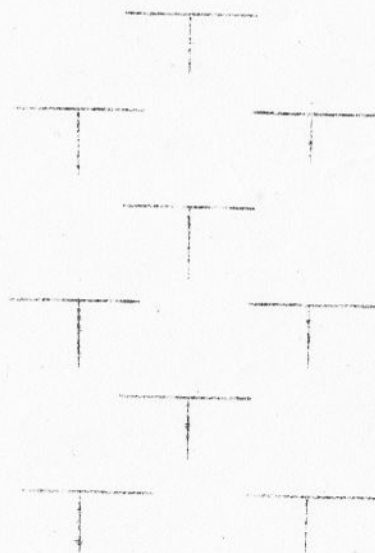
NEWSON

7882

LOW



HIGH



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

EXTRA SHIPS

834 \_\_\_\_\_  
 835 \_\_\_\_\_  
 836 \_\_\_\_\_  
 418 \_\_\_\_\_

DECLASSIFIED  
 Authority NND745005  
 By KJ NARA Date 11/17/09

DIAGRAM "A"

95<sup>th</sup> GROUP ASSEMBLY

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

GROUP FORMATION FORM

DATE \_\_\_\_\_

LEAD

SCOTT

13 | 20

MILWARD

12 | 65

CRITCHFIELD

17 | 85

LOW

POWERS

10 | 63

CAMPBELL

79 | 29

HIGH

REED

12 | 51

COSTALES

15 | 61

ROURKE

32 | 63

MARKS

34 | 62

PARKSDALE

60 | 30

MUNSON

02 | 35

LLOYD

99 | 24

HIATT

98 | 69

BRINK

78 | 94

MCGUIGAN

06 | 34

BROWNLOW

34 | 00

STUBER

30 | 95

VANSANT

99 | 43

LEONARD

12 | 58

READ

17 | 98

EDWARDS

03 | 22

BRIEFING \_\_\_\_\_

READINESS \_\_\_\_\_

STATIONS \_\_\_\_\_

TAXI \_\_\_\_\_

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

RENDEZVOUS \_\_\_\_\_

EXTRA SHOTS

334 \_\_\_\_\_

356 \_\_\_\_\_

336 \_\_\_\_\_

412 \_\_\_\_\_

*OWNER #6 IN LOW SQUADRON  
"A"  
100<sup>th</sup> COMPOSITE.*

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
Office of the Engineering OfficerAPO 634,  
21 February 1944.

SUBJECT: Engineering Report on Combat Mission, 21 February 1944.

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

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) on 21 February 1944.

- a. Twenty-eight (28) B-17 airplanes took-off.
- b. Seventeen (17) B-17 airplanes returned to base after completing mission.
- c. 42-3462 and 42-30634 are missing in action.

2. There were ten (10) abortive airplanes.

- a. 42-37894 - Manifold pressure dropped on #3 engine.
- b. 42-3263 - Oxygen leak in Pilots compartment.
- c. 42-6080 - Pilot reported gasoline shortage.
- d. 42-31565 - Oxygen leak.
- e. 42-37929 - #3 supercharger oscillating.
- f. 42-37935 - #3 supercharger failed.
- g. 42-37988 - Oxygen lines to ball turret severed by gears.
- h. 42-30235 - #2 supercharger inoperative. High oil pressure #4 engine.
- i. 42-3095 - Oxygen leak.
- j. 42-30322 - Landing gear failed to retract.

3. Battle damage is as follows:

- a. None.

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

"A" Group 95th Bomb Group.

\_\_\_\_\_ A.T.F.

\_\_\_\_\_ C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP

DATE 21-2-

TIME \_\_\_\_\_

DECLASSIFIED

Authority NND745005

By J NARA Date 01/21/09

Lead  
Scott  
1320

LOW  
Powers  
1063

Milward  
1565

Crutchfield  
1785

HIGH  
Reed  
1251

Costales  
1561

Rourke  
3263

Campbell  
7929

Murson  
0235

Lloyd  
9924

Hiatt  
9869

Marks  
3462

Barksdale  
6080

Brink  
7894

McGuigan  
0634

Brownlow  
3400

Stuber  
3095

Vansant  
9943

Leonard  
1258

ABORTIVE ⊖

EXTRA \_\_\_\_\_

EXTRA \_\_\_\_\_

MISSING ○

CHANGES \_\_\_\_\_

Read  
1798

Edwards  
0322

"B" Group

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP

DATE 21-2-4

TIME

DECLASSIFIED

Authority NND745005

By [Signature] NARA Date 01/02/09

LOW

Jeffers  
7495

390<sup>th</sup> GP  
"B"

Russell  
7988

Westmeyer  
7935

Hubbs  
1681

Reis  
7876

Newson  
7882

ABORTIVE [Dashed Circle]

MISSING \_\_\_\_\_

CHANGES [Circle]

EXTRA \_\_\_\_\_

EXTRA \_\_\_\_\_

100<sup>th</sup> A Cavalier  
8024

Kroger  
1939

