

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

AP0 634.
4 March 1944.

SUBJECT: Report of Operations Officer, Mission of 4 March
1944, Berlin.

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

95TH "B" GROUP

1. GENERAL NARRATIVE. The 95th "B" Group took off at 0830 - 0853 to act as the lead Group for the 13th "A" Combat Wing. Due to local snow showers take off was delayed fifteen (15) minutes. Take off was still made in snow showers and Group assembly was made at 9,000' over Mendelsham Buncher. Considerable difficulty was encountered assembling the Group due to clouds at all levels. At 0915 with a partial Group assembled climb was started to Combat Wing assembly altitude of 18,000'. Assembly altitude was reached at 0945 enroute to Lowestoft.

Due to clouds at assembly altitude the course was set to left of Lowestoft enroute to Splasher # 6. The 95th "A" Group and 100th "A" Group had not joined formation at this point, however V.H.F. communication was established with these two Groups and they stated that rendezvous would be made on Division assembly line. V.H.F. contact was also made with 13th "B" Combat Wing and they stated that they would also make rendezvous along Division assembly line.

Splasher # 6 was crossed at 1004 at 18,000' and course was set for Splasher # 7. Course was altered to the right of Splasher # 7 so that a turn could be made on Splasher # 7 and have direct heading to Clacton. Splasher # 7 was crossed at 1018 at 18,000'. The 95th "A" Group and 100th "A" Group announced at this time that rendezvous would be made at Clacton. Clacton was crossed at 1028 at 20,000' with the 100th "A" Group in Combat Wing formation and the 95th "A" Group pulling into formation. What was presumed to be the 13th "B" Combat Wing was sighted ahead and to the right.

The enemy coast was crossed going in at 51°08' - 02°41'E at 1052 at bombing altitude of 22,000'. Due to a hazy cirrus layer up to bombing altitude a gradual climb was started at this time to keep the low Groups out of the clouds. Condensation trails

at this time were light and non-persistent, however in the vicinity of $05^{\circ}00'E$ the condensation trails became heavy and persistent so additional altitude was necessary to keep the low Group out of them. An altitude of 25,000' was reached by the time the turn was made at $51^{\circ}08' - 05^{\circ}15'E$ at 1125. The Combat Wings ahead appeared to be in good shape with all Combat Wings having climbed well above the cirrus layer. Ten to fifteen minutes after the turn was made at $50^{\circ}34' - 07^{\circ}11'E$ all Combat Wings ahead turned to the left and took up a course for home. Contact was made with other two Group leaders in the 13th "A" Combat Wing to see if mission had been recalled, and as no one had received such a message the mission was continued as ordered.

One P.F.F. ship had aborted over England however the equipment in the remaining P.F.F. aircraft was functioning well and from time to time aided the Wing Leader in avoiding flak areas. In the process of the Combat Wings turning to the left to return home the 13th "A" Combat Wing was forced to the left off the briefed course and as a consequence the original course had not been picked up in time to avoid flak of Brunswick. Shortly after the flak at Brunswick the hazy cirrus layer decreased at flight altitude and condensation trails again became light and non-persistent. The low clouds became broken and a slight amount of pilotage was possible.

Route was flown north of I.P. to a pilotage point so that position could be positively identified. The I.P. then selected was $52^{\circ}50' - 12^{\circ}50'E$ and turn into the target was made at 1312 at an altitude of 25,000'.

Clouds remained broken over the target so a visual run was planned. On target run the bombardier was able to locate the target area however prior to bombs away clouds obscured the target area and bombs were dropped on the P.F.F. aircraft. At time of bombs away red flares were fired and "BOMBS AWAY" was announced over V.H.F. Bombs were away at 1323 at 25,000'.

After turning away from the target a descent was started to minimum altitude. At 21,000' an oxygen check was made with the 95th "A" Group and 100th "A" Group. All three Groups were low on oxygen so descent was continued to 12,000'. It was observed that weather on return would be the same as on route in, however due to lack of oxygen it would be impossible to fly over the weather.

Route back was flown around as much weather as possible, however starting at $08^{\circ}00'E$ the cirrostratus layer dropped to the tops of the lower broken clouds and it was necessary to

penetrate four fronts on the route back. One was flown under at 11,000', one was topped at 14,000' and two were penetrated.

The enemy coast was crossed on route back at 51°05' - 02°33'E at 1635 at 14,000'. Descent to base altitude was started at this point and the English Coast crossed at 51°58' - 01°23'E at 1706 at 4,000'. The 100th "A" Group was dispatched to home base prior to landfall on English Coast so that they could descent through the clouds as desired. The 95th "B" Group returned to base landing at 1717 - 1736 hours.

Fighter escort was good up to target. In the target area attacks were sustained by the 13th "A" Combat Wing. For the majority of the route back the 13th "A" Combat Wing was without fighter support.

2. AIRCRAFT NOT ATTACKING. Nineteen (19) aircraft including two (2) P.F.F. aircraft were scheduled to take off to form 95th "B" Group. Two (2) aircraft failed to take off, 42-3153, 42-30235. Two aircraft Nos. 42-38151 and 42-31205 could not locate formation. Fifteen (15) aircraft assembled in the 95th "B" Group formation shown in Diagram "A". Aircraft Nos. 42-31831(P.F.F.) 42-3529, 42-30233 and 42-31887 left the formation before being dispatched, thus thirteen (13) aircraft including one (1) P.F.F. aircraft were dispatched.

Aircraft No. 42-31798 left the formation over enemy territory after becoming dispatched and is credited with a sortie, thus thirteen aircraft (13) including one (1) P.F.F. are credited with sorties.

Of the eleven (11) aircraft over the target one (1) failed to bomb. Aircraft 42-31320 failed to drop bombs on target as bomb bay doors were frozen and could not be lowered or cranked down. Pilots salvo handle also failed to release bombs. Aircraft No. 42-31734 lost on the target run is presumed to have bombed the target.

The formation over the target is shown in Diagram "B"

3. LOST AIRCRAFT. 42-31910 crippled by flak over Brunswick. Last seen under control heading home. 42-31734 hit by fighters in the target area. No chutes observed.

95TH "A" GROUP

1. GENERAL NARRATIVE. The 95th "A" Group formation took off at 0745 - 0801 hours with orders to join second (low) position in the 13th "A" Combat Wing formation. A local blizzard

prevented normal assembly over the field, and the Group assembled while climbing in the clear area Southwest of the base. In the attempt to climb above the 20,000' overcast area, Splasher #6 was cut short, and we overshot Splasher #7. VHF contact was established with the lead 95th B Group formation which followed out takeoff, and Wing Assembly was effected above the overcast, off the coast at Clacton, at 1032 hours.

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

a. Green - Green flares of the lead Group were invisible against brilliancy during assembly. Positive identification made with binoculars.

b. 95th A lead A/C left the Wing and Group formation approaching the English coast on return, to rush wounded personnel to base.

2. AIRCRAFT NOT ATTACKING: Nineteen aircraft left the base to join formation as scheduled. A/C Nos. 42-31632, 42-37889, 42-32663, 42-37929, 42-303342, 42-38140, 42-31920, and 42-31924 turned back before becoming dispatched, and are not credited with a sortie. Thus, 11 A/C were dispatched.

Of these 11 A/C, 42-31299 and 42-30120 turned back before reaching the target, and are each credited with a sortie.

Of the 9 A/C which went over the target, A/C Nos. 42-31785, and 42-31565, which were lost, were last seen over the target area, and there being no definite evidence, are presumed to have bombed.

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

3. LOST AIRCRAFT:

No. 42-31785 - #1 engine hit by flak over Brunswick. Continued on to target and then called over VHF that he was headed home, leader was unable to make further contact. No chutes seen.

42-31565 - Attacked by E/A in target area, left formation after dropping bombs. No chutes seen.

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

95TH A GROUP
DIAGRAM "B"
OVER THE TARGET

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

GROUP FORMATION FOR

DATE 4 March 1944.

LEAD

POWERS
19 00

BARKSDALE 20 02
VANSANT 39 43

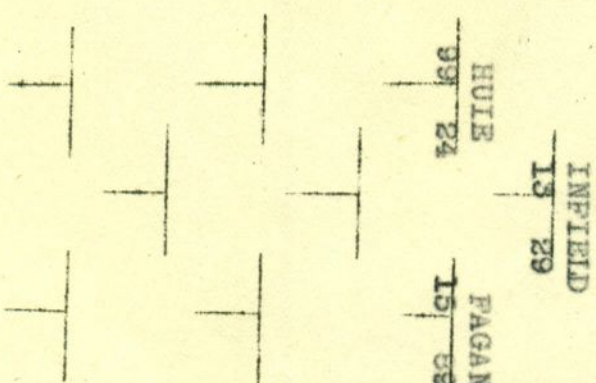
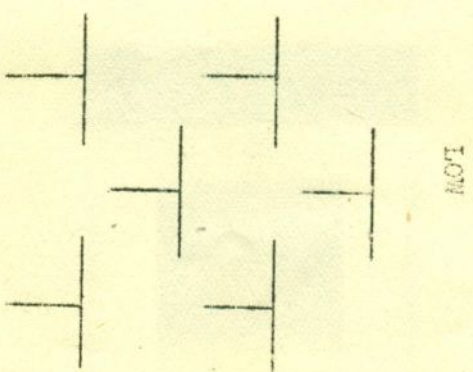
DUNHAM 17 35

EDWARDS 99 39
ROHM 15 35

HIGH

INFIELD 13 29

HUIE 99 24
PAGAN 15 39



SPRING _____
 ADDRESS _____
 PHONE _____
 CITY _____
 STATE _____
 ZIP _____
 DEPARTMENTS _____

EXTRA SHEETS

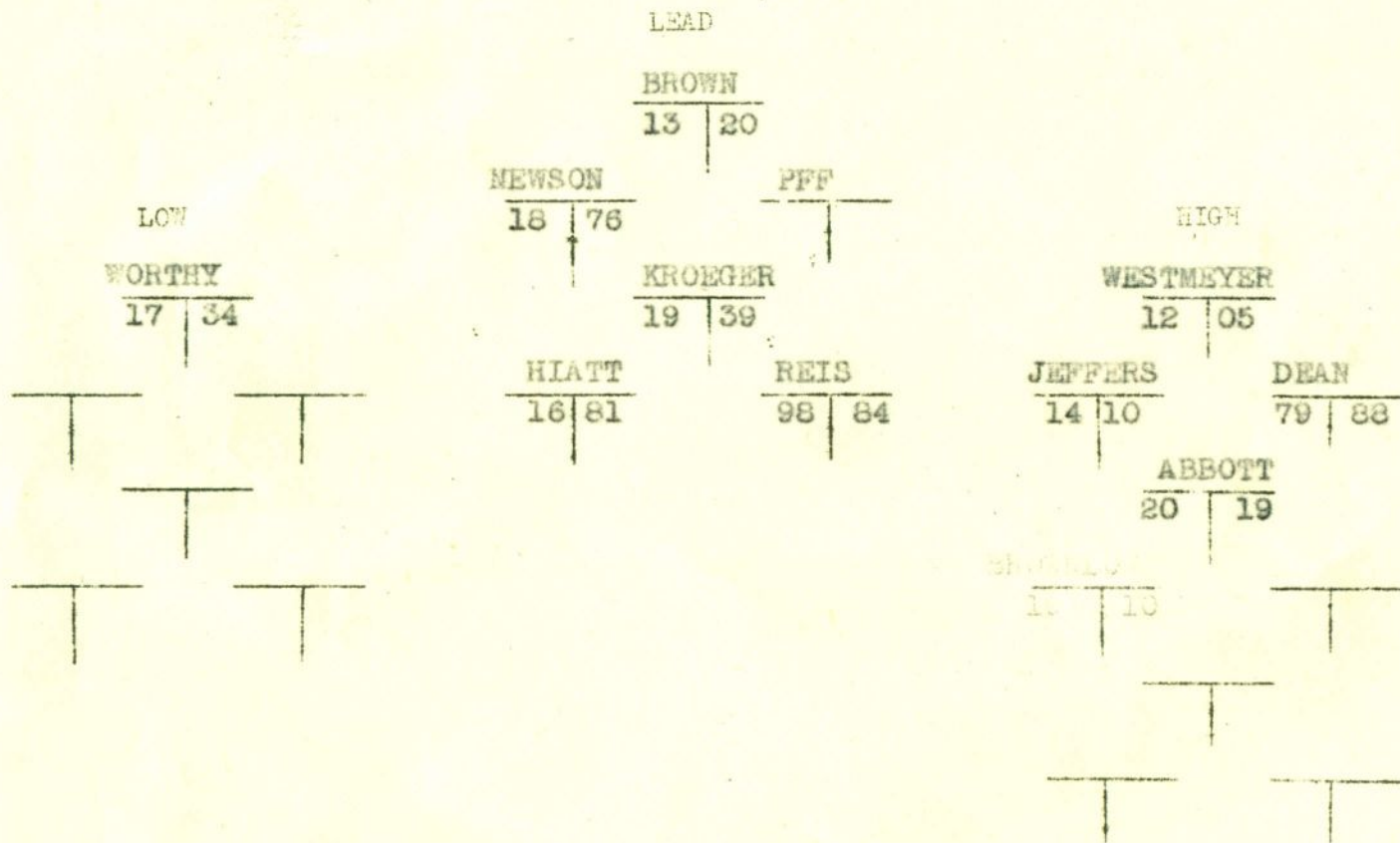
334 _____
 335 _____
 336 _____
 412 _____

95TH "B" GROUP
 DIAGRAM "B"
 OVER TARGET

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

GROUP FORMATION FORM

DATE 4 March 1944.



KEEPING _____
 ADDRESS _____
 ACTIONS _____
 XI _____
 KE-OPP _____
 REFERENCES _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

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 Authority NND 745005
 by AL NARA Date 4-27-11