

DECLASSIFIED
Authority 745005
By OCE NARA Date 4/28/11

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

APO 634.
18 March 1944.

SUBJECT: Report of Operations Officer, Mission of 16 March
1944, Augsburg.

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

Main 95th Group Formation

1. GENERAL NARRATIVE: The main 95th Group formation took off at 0714 - 0736 hours to form the high Group of 4th "A" Combat Wing. Assembly was effected on top of the overcast at the Mendlesham Buncher. The 95th Group had effected assembly by 0800 hours and started climb to assembly altitude of 14,000'. Rendezvous was made with the 385th Group six miles northeast of Splasher # 7 at 0836 at 14,000'. Climb to bombing altitude was started at 0846 at 52°18' - 00°20'E. The English Coast was departed at 51°00' - 00°59'E at 0935 with the 4th "A" Combat Wing in formation, at an altitude of 20,000'.

The enemy coast was crossed on route in at 50°04' - 01°22'E at 0951 at 20,000'. The briefed route in to the target was flown slightly north of course. At the I.P. the Combat Wing leader announced P.F.F, bombing technique would be used, so Combat Wing formation was maintained.

On the bombing run the 95th Group leader attempted to announce that he was aborting, but was cut off by the Combat Wing leader. When the 95th Group leader dropped out of formation his wingman followed him not knowing that he was aborting. This brought about confusion in the lead and low Squadrons and the formation was disrupted momentarily before the high Squadron leader announced that he was assuming the lead of the Group. Three (3) aircraft of the 95th Group were lost to enemy aircraft before the Group could reassemble.

All aircraft in the 95th Group dropped their bombs in the target area although all aircraft did not drop their bombs on the P.F.F. smoke bombs. (Note Bombardiers Report). The 95th Group had reassembled by the R.P. and returned to base in the formation shown in Diagram "C".

The briefed route home was flown with the formation crossing the enemy coast at 50°02' - 01°17'E at 1500 at 15,000'.

Descent to minimum altitude was started at this point and the English coast was crossed at Eastbourne at 1521. The main 95th Group formation landed at the home base at 1601-1616 hours. Two aircraft, #42-32019 and 42-31920, landed at Bradwell Bay on return trip to obtain additional fuel. These two aircraft then returned to home base landing at 1745 and 1803 hours.

2. AIRCRAFT NOT ATTACKING. Twenty-two (22) aircraft including one (1) spare, left the base in the formation shown in Diagram "A". Aircraft #42-37935 left the formation early, before becoming dispatched, thus twenty-one aircraft were dispatched.

Of the twenty-one (21) aircraft, none turned back before reaching the target. The formation on the target run is shown in Diagram "B". Twenty-one (21) aircraft are credited with bombing the target and twenty-one (21) aircraft are credited with sorties.

3. LOST AIRCRAFT.

- No. 42-31329. Engine failure on target run.
- No. 42-39989. Hit by enemy fighters thirty-nine minutes after target. All personnel seen to bail out.
- No. 42-31521. Hit by enemy fighters on target run.
- No. 42-38151. Hit by enemy fighters on target run.

95th-390th A. COMPOSITE FORMATION

1. GENERAL NARRATIVE. Six (6) aircraft took off at 0651-0703 to form the low squadron for the 390th "A" Group, which was to fly as the High Group in the 13th Combat Wing formation. The six (6) aircraft rendezvoused with the 390th "A" Group over Framlingham at 0733, and proceeded to the Combat Wing rendezvous point where rendezvous was made with the 100th Group.

Reference is made to the report of the 390th "A" Group formation for a general narrative of the remainder of the mission, which was flown in company with the 390th "A" Group. In addition, however, the following points are to be noted:

- a. Briefed course in and back from the target was flown.
- b. At the target the flares of the previous combat wings could be seen. However, bombs were not dropped. Bombs were dropped on the 390th "A" Group leader at 1238 $\frac{1}{2}$ on a magnetic heading of 282 at 21,000.

The position of the six (6) aircraft furnished to the 390th "A" Group by the 95th Group is shown in Diagram "A".

2. AIRCRAFT NOT ATTACKING. Six (6) aircraft assembled with the 390th "A" Group in the formation shown in Diagram "A". Aircraft Nos. 42-37894 and 42-30178 left the formation early, before becoming dispatched. Thus four (4) aircraft were dispatched.

Of the four (4) aircraft dispatched, none failed to bomb. The formation over the target is shown in Diagram "B". Four (4) aircraft are credited with sorties.

3. LOST AIRCRAFT. No aircraft were lost from the 95th Composite Squadron formation.

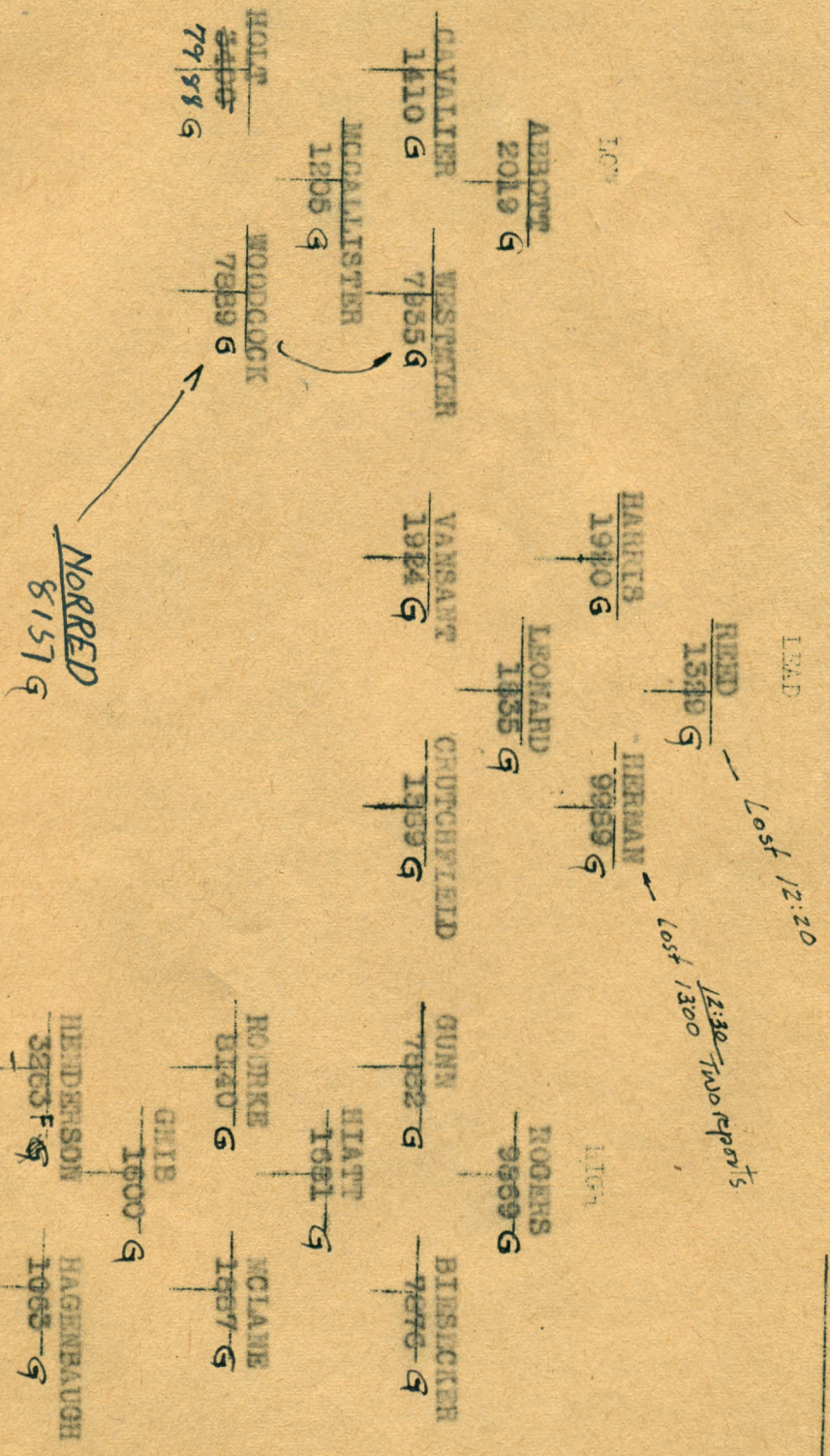
HARRY G. MUMFORD,
Lt. Col., AC,
Operations Officer.

COMBAT MISSION
 95th GROUP

NINETY FIFTH COMBAT ENGINE GROUP (S)
 Office of the Operations Officer

GROUP FORMATION FOR

DATE 16 Mar 44



STATIONS

TAXI

PAK-UP

CONDIZIONS

334	0363
335	1462 lead
336	7988 lead
412	0235

"A" Group

A.T.F.

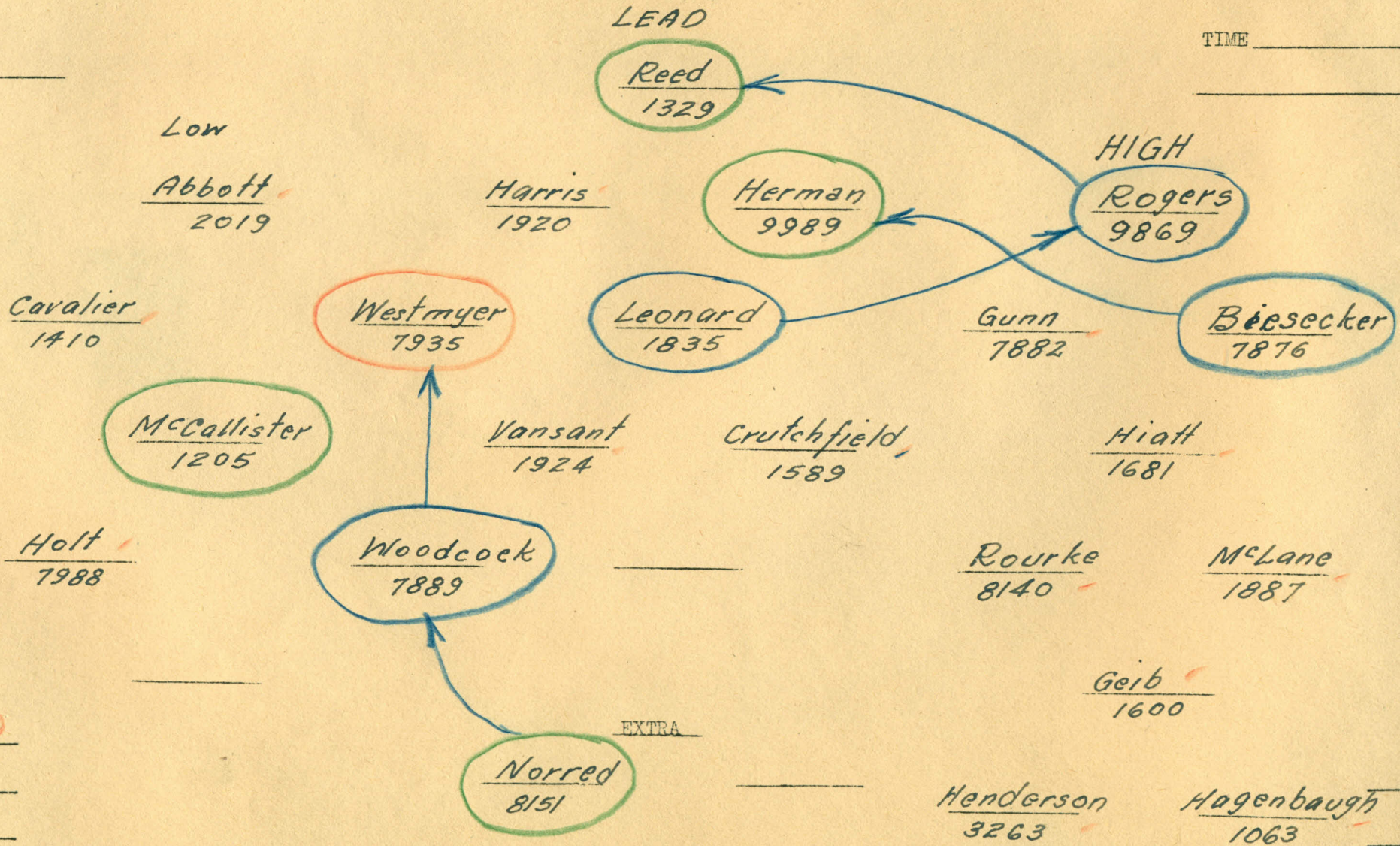
C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 10-3-44

TIME



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 Authority
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 BY
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BORTIVE ○
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