



(SAV-95C-461-J2) X23-3-44X7935-7-23000XBRUNSWICK, GRX(TILTED)

DECLASS  
Authority NND7-  
By NARA Data

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

APO 559,  
23 March 1944.

SUBJECT: Report of Operations Officer, Mission of 23 March 1944,  
Brunswick.

TO : Commanding Officer, 95th Bombardment Group (H), APO  
559.

1. MAIN 95TH GROUP FORMATION

1. General Narrative: The main 95th Group Formation took off at 0615-0634 hours to fly as low Group in the 13 "A" Combat Wing formation. Due to an overcast, assembly was effected at 6,000 feet at the Mendlesham Buncher. By 0700 the main 95th Group had assembled and started their climb to Combat Wing rendezvous altitude. Manningtree was crossed at 0802 at 16,000' where rendezvous was made with the 100th Group. Course was set to Buncher 12 and crossing Buncher #12 at 0811 the 4th Combat Wing could be seen ahead. Buncher #12 was crossed at 0819 at 16,000 feet and Lowestoft crossed at 0830 with the Combat Wing in good formation. Climb was started to bombing altitude at this point.

The formation remained on briefed course across the English Channel and crossed enemy coast at 22,000 feet, bombing altitude, at 0910, approximately 15 minutes early. The course to I.P. was followed exactly, but the formation gained time steadily arriving at the I.P. 30 minutes ahead of times, at 1030. This caused some difficulty in fighter Rendezvous, although fighter support was good when it did arrive.

A right turn was made at the I.P. and due to a 10/10 undercast the formation dropped on PFF on the secondary target. Bombing results could not be observed. Bombs were away at 1038.

18 A/C dropped bombs on the target: A/C 1258 had one bomb hang up in racks. This bomb was jettisoned in channel on return. A/C 1993 had mechanical salvo trouble over target and jettisoned bombs at Grussograf. A/C 7194 with frozen bomb doors which required cranking, released bombs south of Hildesheim.

A right turn was made from target, rally made, and course out, assumed. A gradual descent to coast was begun, enemy coast being reached at 1201, altitude 15,000 feet.

English coast was crossed at 1233 hours at 4,000', and base reached at 1244. Landing was effected between 1242-1309 hours.

2. Aircraft Not Attacking: Twenty-one aircraft left base as shown in attached diagram "A". A/c 1675 turned back at 0916 hours: 05°00'E, 52°40'N., and is credited with a sortie.

Twenty aircraft went over the target, the formation over target being illustrated in attached diagram "B".

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

3. Lost Aircraft: None.

95TH - 390TH COMPOSITE FORMATION

1. General Narrative: Nine a/c took off at 0555 with orders to join 12 a/c of the 390th Group and fly as high squadron for the Group. The 95th composite squadron effected an overcast assembly at 7,000 feet over the Mendlesham Buncher and then proceeded to Buncher #11 where they rendezvoused with the 390th Squadrons at 0715, altitude being 12,000 feet. The Composite Group continued on to Wing assembly point-Manningtree, arriving there at 0802 and 18,000 feet, where assembly was made with the 100th Group and 95th Main Group. The composite Group flew high position.

A general narrative of the rest of the mission, is to be found in the above report, since the composite Group flew formation with the 95th Main Group.

The position of a/c contributed by the 95th Group to the composite formation, (1) after assembly, and (2) over the target, are shown in attached diagrams marked "C" and "D" respectively.

2. Aircraft Not Attacking: All nine aircraft were dispatched from base. A/c 6080 turned back at 0854- position 52°27'N and 02°33'E., and is not credited with a sortie. This a/c brought it's bombs back to base.

The other eight a/c bombed the secondary target.

3. Lost Aircraft: None.

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

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

APO 559.  
23 March 1944.

SUBJECT: Abortion of A/C # 6080.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.

1. # 3 engine feathered. Engine instruments were all normal up until time of failure. Engine cut out and couldn't get it started or find out what was the matter. Feathered it and aborted.

2. Position was 52°27'N 02°33'E. Time of turn back was 0854 at 22,000'.

P. A. MARTIN,  
2nd Lt., Air Corps,  
Airplane Commander.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE SQUADRON COMMANDER  
A.P.O. 559

23 March 1944.

SUBJECT: Abortion of Aircraft 1875.

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

1. On ground run up right magnets of #2 engine cut out momentarily.
2. After attaining an altitude of approximately 19,000', #2 engine started vibrating violently.
3. Despite the use of 40 inches of mercury and 24,00 rpm position in formation could not be held.
4. Bombs (10 X 5000 GP) were brought back.
5. Neither flak nor fighters were encountered.
6. Abortion took place at 0916 hours: 05°00'E, 52°40'N.

SAMMY S. GUNN  
1st Lt, Air Corps  
Pilot, G-65

1st Ind.

WCL/g

HEADQUARTERS, 412TH BOMB SQ (H), 95th Bomb Gp (H), APO 559, 23 March 1944.

TO: Commanding Officer, 95th Bomb Gp (H), APO 559.

1. Forwarded.

WILLIAM C. LINDLEY JR.,  
Major, Air Corps  
Commanding

STATION

119

FORM 3

DATE

3-23-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	<del>J</del> K	<del>1358</del> 8178	LEONARD			0615	1253		
334	P	1992	CUNNINGHAM			0617	1255		
334	G	1920	HARTIS			0617	1253		
334	Q	1924	STERN			0619	1256		
334	<del>J</del> F	<del>8138</del> 1238	ENGLE			0621	1257		
334	F	1993	MAILES			0618	1255		
<del>334</del> 412	<del>B</del> A	<del>0342</del> 1320	BROWN			0648	1300		
412	<del>G</del> X	<del>1651</del> 199	SEGER			0620	1300		
412	T	7882	BANNERMAN			0622	1259		
412	<del>G</del> G	<del>1651</del> 1979	HATT			0623	1302		
412	W	1675	GUNN			0624	1014	QDM ENGINE TROUBLE	
412	Q	1876	NEWSON			0625	1301		
412	S	7876	LEASER			0626	1252		
412	J	1798	SHIPPACASE			0627	1303		
336	E	7120	KIRBY			0628	1304		
336	J	1939	KROEGER			0630	1248		
336	H	7068	HOLT			0630	1249		

## FORM 3

STATION

119

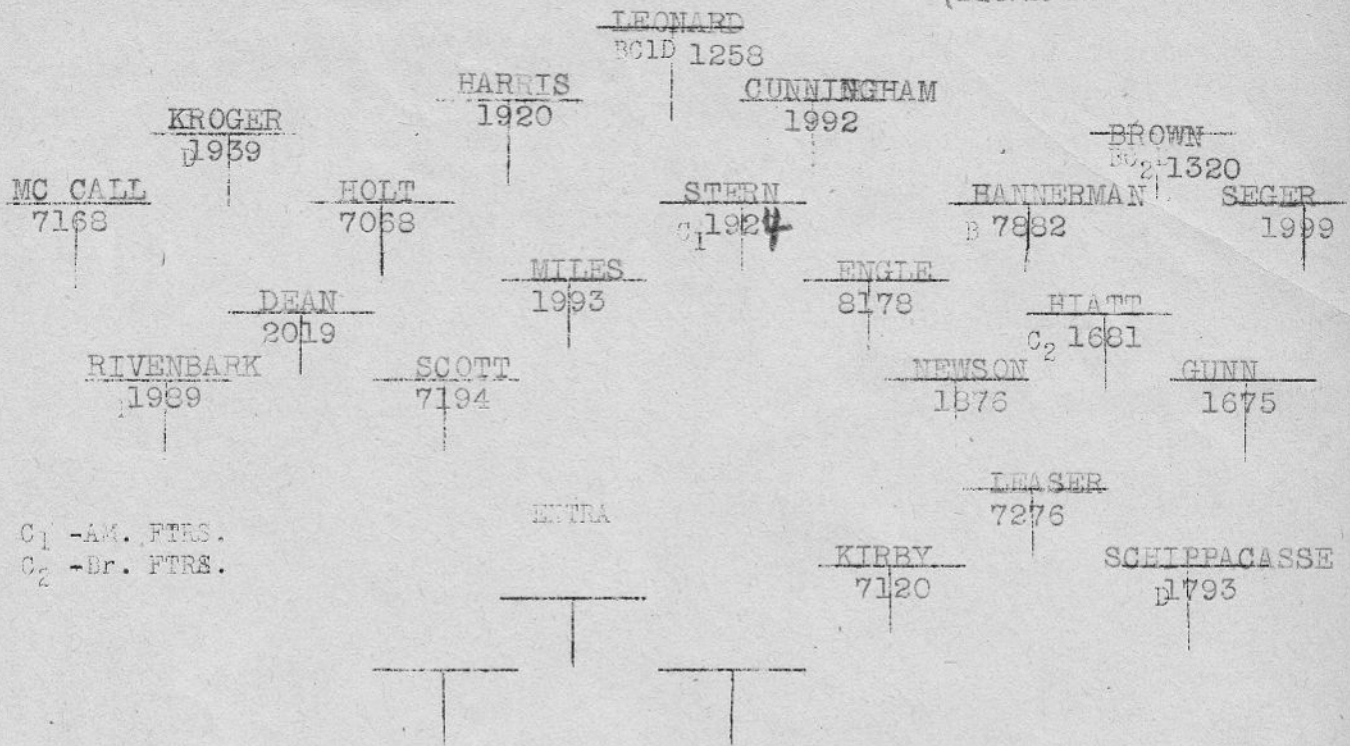
DATE

3-23-44

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
336	C	7168	McCALL		0631		1247	
336	R	2019	DEAN		0632		1245	
336	O	7194	SCOTT		0633		1251	
336	B	1989	RIVENBARK		0634		1250	
			390 <sup>TH</sup> HIGH SQ.					
336	N	9884	CAMPBELL		0553		1243	
<del>336</del>	<del>R</del>	1889	BAUMGARTNER		0553		1242	
336	K	7935	CRITCHFIELD		0556		1244	
335	H	7264	MILWARD		0557		1306	
335	P	6080	MARTIN		0559	0932		ABORTED # 3 ENGINE
335	S	0178	McFEE		0559		1304	
335	W	8140	ROURKE		0600		1309	
335	V	3263	WRIGHT		0601		1247	
334	L	7894	FORD		0602		1306	

SECRET

(EQUALS BRITISH MOST SECRET)



C<sub>1</sub> -AM. FTRS.  
C<sub>2</sub> -Dr. FTRS.

EXTRA

READINESS 0400  
 STATIONS 0500  
 TAXI 0600  
 TAKE-OFF 0615  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
 334 0342  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES

\_\_\_\_\_ 390 B \_\_\_\_\_  
 18,000  
 \_\_\_\_\_ 100 \_\_\_\_\_  
 17,000 22,000  
 \_\_\_\_\_ 95 \_\_\_\_\_  
 16,000 21,000  
 MF/DF G BOMBER-BOMBER A FIGHTER-BOMBER C

\_\_\_\_\_ 390 B \_\_\_\_\_  
 23,000  
 \_\_\_\_\_ 100 \_\_\_\_\_  
 22,000  
 \_\_\_\_\_ 95 \_\_\_\_\_  
 21,000  
 MF/DF G BOMBER-BOMBER A FIGHTER-BOMBER C

CLIMB 150 mph @ 250 fpm  
 CRUISE 155 mph  
 DESCENT 170 mph @ 500 fpm

VHF CALL SIGNS: AM. BR.  
 BOMBERS GOLDSMITH 1-2  
 FIGHTERS \_\_\_\_\_  
 GROUND TACKLINE

VHF/DF STATIONS:  
 CHANNEL A.  
 FRAMLINGHAM: SERUM D/F  
 CHANNEL B.  
 BURY ST. EDMUNDS: CHAIRLEG D/F

V/C COLLECTIVE CALL SIGNS:  
 13TH C.W. FIREBALL ABLE BAKER  
 95TH B.G. " RED  
 100TH B.G. " YELLOW  
 390TH B.G. " GREEN BLUE

GROUP R/T CALL SIGNS: A B  
 LEAD SQUADRON FIREBALL RED  
 HIGH SQUADRON RED HIGH  
 LOW SQUADRON RED LOW

FLARES:  
 13TH C.W. GG  
 95TH B.G. RG  
 100TH B.G. RY  
 390TH B.G. GG

COLORS OF THE DAY:  
 0700-1300 GY Y Yoko G Charli  
 1300-1900 Y YG C Obee D Dog  
 \_\_\_\_\_  
 PERIOD CARTRIDGE CHALLENGE REPLY

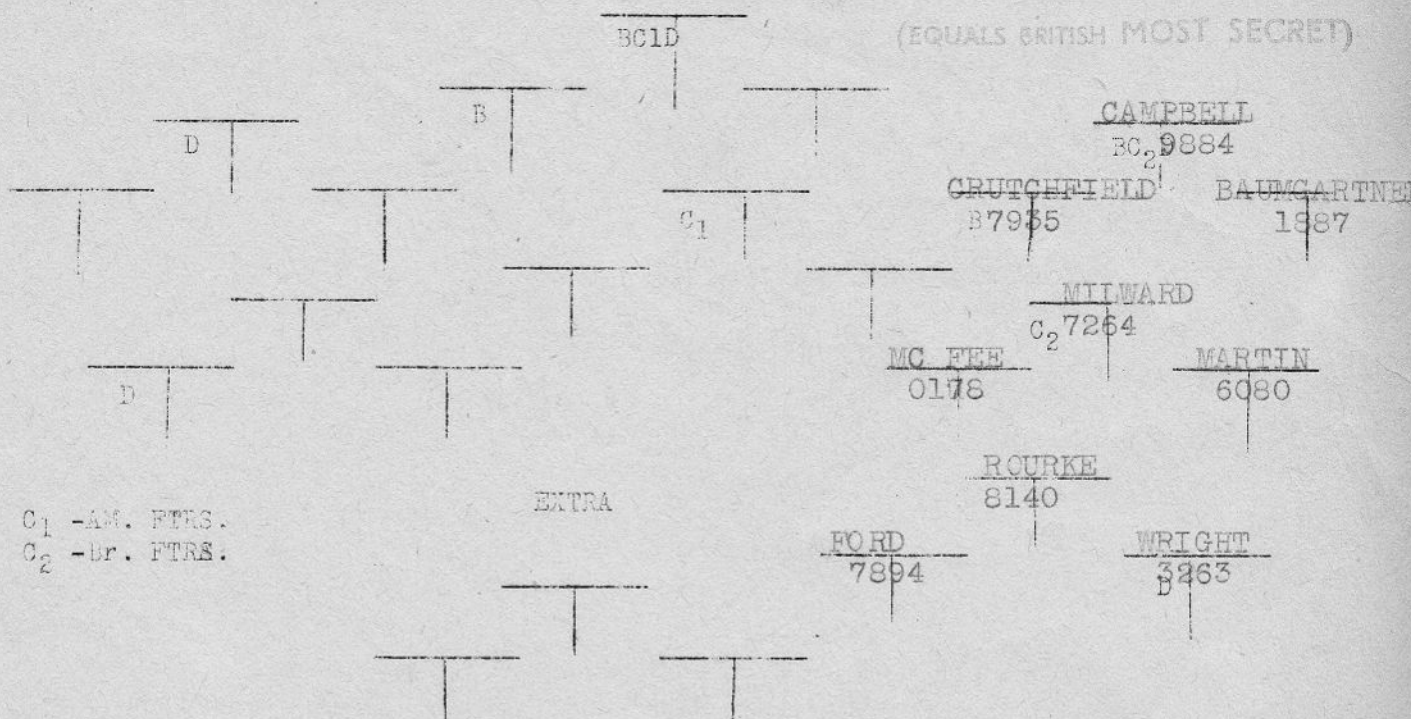
13TH C.W. COLLECTIVE ALDIS 95TH B.G. COLLECTIVE ALDIS FOR NIGHT REM S

DECLASSIFIED  
 Authority NND145005  
 By 1 NARA Date 01/21/09



SECRET

(EQUALS BRITISH MOST SECRET)



C<sub>1</sub> - AM. PTRS.  
 C<sub>2</sub> - BR. PTRS.

EXTRA

READINESS 0400  
 STATIONS 0500  
 TAXI 0540  
 TAKE-OFF 0555  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
354  
335  
336  
412

RENDEZVOUS ALTITUDES:

BOMBING ALTITUDES:

OPERATING PROCEDURES

	<u>390 B</u>	<u>390 B</u>
	18,000	23,000
	<u>100</u>	<u>100</u>
	17,000	22,000
	<u>95</u>	<u>95</u>
	16,000	21,000
MP/DF <u>M</u>	BOMBER-BOMBER <u>A</u>	FIGHTER-BOMBER <u>C</u>

CLIMB \_\_\_\_\_  
 CRUISE \_\_\_\_\_  
 DESCENT \_\_\_\_\_

VME CALL SIGNS: AM. BR.

VME/DF STATIONS:

BOMBERS GOLDSMITH 1-2  
 FIGHTERS \_\_\_\_\_  
 GROUND TACKLINE

CHANNEL A.  
 FRAMLINGHAM: SERUM D/F  
 CHANNEL B.  
 BURY ST. EDMUNDS: CHAIRLEG D/F

R/T COLLECTIVE CALL SIGNS:

GROUP R/T CALL SIGNS: A B  
 LEAD SQUADRON FIREBALL BLUE  
 HIGH SQUADRON BLUE HIGH  
 LOW SQUADRON BLUE HIGH

13TH C.W. FIREBALL ABLE BAKER  
 95TH B.G. " RED  
 100TH B.G. " YELLOW  
 300TH B.G. " GREEN BLUE

FLAMES:

COLORS OF THE DAY:

13TH C.W. GG  
 95TH B.G. RG  
 100TH B.G. RY  
 300TH B.G. GG

0700-1300 G-Y v-Yoke C-Charl  
1300-1900 Y-YR O-Oboe D-Dog

PERIOD CARTRIDGE CHALLENGE REPLY

13TH C.W. COLLECTIVE ALDIS  
 95TH B.G. RED "B"

95TH B.G. COLLECTIVE ALDIS FOR NIGHT RENDEZVOUS  
 LEAD SQUADRON AMBER "B"

DECLASSIFIED  
 Authority NND145005  
 By 1 NARA Date 01/21/09

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

APC 559,  
25 March 1944.

SUBJECT: Engineering Report on Combat Mission 23 March 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 23 March 1944.

- a. Thirty (30) B-17 airplanes took-off.
  - b. Twenty-eight (28) B-17 airplanes returned to base after completion of mission.
  - c. All aircraft took-off as scheduled.
2. There were two (2) abortive airplanes.
- a. 42-6080 - No mechanical trouble.
  - b. 42-31675- No mechanical trouble.
3. There was no battle damage.

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

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 23-3-44

TIME \_\_\_\_\_

LEAD

Leonard  
1258

LOW

Kroger  
1939

Harris  
1920

Cunningham  
1992

HIGH

Brown  
1320

McCall  
7168

Holt  
7068

Stern  
1924

Bannerman  
7882

Seeger  
1999

Dean  
2019

Miles  
1993

Engle  
8178

Hiatt  
1681

Rivenbark  
1989

Scott  
7194

~~X~~

Newson  
1876

Gunn  
1675

~~X~~

Leaser  
7276

ABORTIVE ○

EXTRA

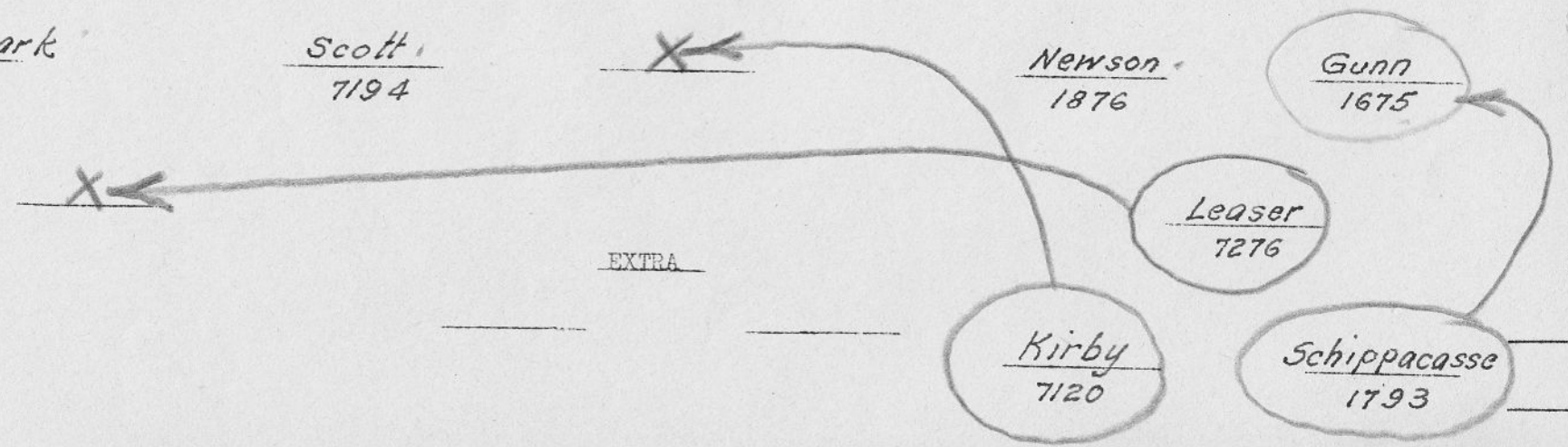
EXTRA A

MISSING \_\_\_\_\_

CHANGES ○

Kirby  
7120

Schippacasse  
1793



Composite Group

DECLASSIFIED

Authority NND745005

By KJ NARA Date 01/02/09

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 23-3-44

TIME \_\_\_\_\_

HIGH

Campbell  
9884

Crutchfield  
7935

Baumgartner  
1887

Milward  
7264

McFee  
0178

Martin  
6080

Rourke  
8140

Ford  
7894

Wright  
3263

EXTRA

EXTRA A/C

PORTIVE 0

SSING \_\_\_\_\_

ANGES \_\_\_\_\_

