

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

APO 559
13 April 1944

SUBJECT: Report of Operations Officer, Mission of 11 April
1944, POZNAN.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.
95TH "A" GROUP FORMATION

1. GENERAL NARRATIVE: The 95th "A" Group took off at 0650 - 0703 to form the lead Group of the 13th "B" Combat Wing. By 0715 the 95th "A" Group had assembled at 3000' above the base and continued to circle waiting for the 95th "B" Group which was to fly as low Group. Climb to Combat Wing assembly altitude was started at 0730 and course was set for Colchester.

Colchester was crossed at 0815 with the 95th "B" Group in the low position and a call to the 100th "B" Group indicated they were ahead of schedule. Splasher # 6 was crossed at 0827 at 5000' and assembly made with the 13th "A" Combat Wing at this point. The 100th "B" Group pulled into Combat Wing formation just after departing the English coast at splasher # 5 at 0840. The 13th "B" Combat Wing was in good Combat Wing formation at this point, echeloned to the left of the 13th "A" Combat Wing.

A solid overcast persisted out into North Sea to about 04°30'E. In the breaks which were encountered from that point on an ascent was made above the clouds by altering course slightly to the North. The enemy coast was crossed at 54°30'N - 08°53'E at 12000' at 1032, with the 13th "B" Combat Wing still echeloned to the left of the 13th "A" Combat Wing.

At about 12°00'E, what appeared to be a weak front lay ahead and a climb was started at this time. In the vicinity of 14°00'E a very hazy layer was hit which extended up to 22000'. All Groups were still climbing at this time and had no chance to avoid it as a correction north or south of course would not have taken the Groups away from it.

After following briefed course to 54°13'N - 15°40'E all Combat Wing leaders decided to abandon the primary target. The 13th Combat Wings lost the preceding Combat Wings in the weather so 13th "B" and 13th "A" Combat Wing flew to target of opportunity together.

Target of opportunity selected was Rostock and bombing run was made by P.F.F. ship. Although clouds in target area were scattered it was felt that no chances should be taken on missing the target. Until the time of bombs away the target itself was obscured by clouds. Bombs were away at 1323 at 16,700'. The 13th "B" Combat Wing had dropped into trail with 13th "A" Combat Wing for the target run, and after bombs away were unable to close formation on them during the entire route home.

Route home was flown in trail with 13th "A" Combat Wing and Danish coast crossed on route home at 54°33'N - 08°59'E at 12000' at 1416. A descent below the base of a cloud layer at 10000' was started at about 06°00'E and remainder of route to the English coast flown at 3500'.

The English coast was crossed at Lowestoft at 1639 at 2000' and the 100th "B" Group dispatched at this point. The 95th "A" and "B" Groups returned to the base with 95th "A" Group landing at 1703 - 1719 hours.

2. AIRCRAFT NOT ATTACKING: Twenty one (21) aircraft, including one P.F.F. left the base in the formation shown in Diagram "A". Aircraft # 42-3263 left the formation before becoming dispatched, thus twenty (20) aircraft were dispatched, including one P.F.F.

Aircraft # 42-38178 aborted over enemy territory and is credited with a sortie, thus twenty (20) aircraft, including one (1) P.F.F. are credited with sorties.

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

Aircraft # 42-38178 which aborted over enemy territory bombed a target of opportunity at 54°33'N - 09°00'E.

3. LOST AIRCRAFT: Aircraft # 42-38135 was hit by flak over Rostock. Four chutes observed.

95TH "B" GROUP FORMATION

1. GENERAL NARRATIVE: The 95th "B" Group took off at 0714 - 0725 to form the low Group on 95th "A" Group in the 13th "B" Combat Wing. By 0730 the 95th "B" Group had assembled above the base at 2000' and was in formation with the 95th "A" Group.

Reference is made to the above report of the 95th "A" Group, for a general narrative of the remainder of the mission, which was flown in company with the 95th "A" Group.

2. AIRCRAFT NOT ATTACKING: Seventeen (17) aircraft left the base in the formation shown in Diagram "A". Aircraft # 42-39884 left the formation before becoming dispatched, thus sixteen (16) aircraft were dispatched, and are credited with sorties.

Aircraft # 42-37876, # 42-31798, and # 42-97223 were shot down before reaching the target.

Of the thirteen (13) aircraft over the target, none failed to bomb. The formation over the target is shown in Diagram "B".

3. LOST AIRCRAFT: A/C # 42-37876 was hit by rockets at 55°00'N - 16°00'E. Ten chutes.

A/C # 42-37223 was hit by cannon at 54°37'N - 15°15'E. Ten chutes.

A/C # 42-39869 hit by FW 190 over target. Burned. No chutes.

A/C # 42-31798 hit by FW 190s in target area. Not seen afterwards.

A/C # 42-32019 hit by 20 MMs. Went down near Rostock. Five chutes.

A/C # 42-37935 hit by 20 MMs. Near target. Ten chutes.

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

Authority UNNO 745005By CS NARA Date 12-9-09HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

B-1-15

11 April 1944

AIRCRAFT NOT ATTACKING95th A Group FormationMission of 11 April 1944

A. Number of A/C Scheduled..... 20 and 1 PFF
 B. Number of A/C Taking Off..... 20 and 1 PFF
 C. A/C Taking Off less unused spares..... 20 and 1 PFF
 D. Number of A/C Dispatched..... 19 and 1 PFF
 E. Number of A/C Attacking..... 19 and 1 PFF (Incl. 1 T/O)
 F. Number of A/C Not Attacking..... 1
 G. Number of Sorties..... 19 and 1 PFF
 H. Detailed description of reasons why aircraft did not attack:

1. A/C 42-3263 No Sortie. Left formation before being dispatched because of: (a) Tokio valve left on "on" position causing gas to overflow to # 1 and 2 engine.

For the Commanding Officer:

HARRY S. WILSON,
 Lt. Col., Air Corps,
 Operations Officer.

Authority UNNO 745005By CS NARA Date 12-9-09HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

U-I-15

11 April 1944

AIRCRAFT NOT ATTACKING95th B Group FormationMission of 11 April 1944

- | | |
|---|----|
| A. Number of A/C Scheduled..... | 17 |
| B. Number of A/C Taking Off..... | 17 |
| C. A/C Taking Off less unused spares..... | 17 |
| D. Number of A/C Dispatched..... | 16 |
| E. Number of A/C Attacking..... | 13 |
| F. Number of A/C Not Attacking..... | 4 |
| G. Number of Sorties..... | 16 |
- H. Detailed description of reasons why aircraft did not attack:
1. A/C 42-59984 No Sortie. Left formation before being dispatched because of: (a) Oxygen leak.
 2. A/C 42-31795, 42-37876, 42-97223 Sorties. Left formation after being dispatched because of: (a) MIA before attacking target.

For the Commanding Officer:

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

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

DIAGRAM "A"
ASSEMBLY
95 "A" GROUP

GROUP FORMATION FORM

DATE 11 April 19 44

LEAD

LEONARD

20 | 66

LOW

NEALE

70 | 47

P.P.P.

HIGH

EDWARDS

15 | 14

CUNNINGHAM

19 | 93

HUIE

81 | 78

HENDERSON

71 | 94

BAUMGARTNER

16 | 00

FINAS

19 | 24

MAYER

72 | 90

ENGLE

99 | 24

FORD

78 | 94

MARTIN

72 | 15

GEIB

78 | 89

McFEE

78 | 79

ROTTSTEDT

19 | 20

HAGENBAUGH

10 | 63

WHITCOMB

16 | 32

MILES

18 | 35

DELUCA

32 | 63

WRIGHT

18 | 76

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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

DIAGRAM "A"
ASSEMBLY
95 "B" GROUP

GROUP FORMATION FORM

DATE 11 April 1944

LEAD

KROEGER
19 | 39

LOW

RIVENBARK
69 | 93

SCOTT
81 | 27

HIGH

HUBBS
16 | 75

WESTMEYER
79 | 35

HIATT
16 | 81

BUCKLAND
78 | 82

MADDOX
17 | 98

HOLT
70 | 68

JACOBSON
14 | 10

SCHIAPPACASSE
78 | 76

McLANE
72 | 32

FRANCIS
20 | 19

CAVALIER
98 | 84

POWELL
72 | 23

BANNERMAN
98 | 69

DOHERTY
71 | 20

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DIAGRAM "B"
OVER TARGET
95 "A" GROUP

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

GROUP FORMATION FORM

DATE 11 April 19 44

LEAD

LEONARD
20 | 66

LOW

NEALE
70 | 47

P.F.F.

HIGH

EDWARDS
15 | 14

CUNNINGHAM
19 | 93

GEIB
78 | 89

HENDERSON BAUMGARTNER
71 | 94 16 | 00

FINAS
19 | 24

MAYER
72 | 90

HAGENBAUGH WHITCOMB
10 | 63 16 | 82

MARTIN
72 | 15

FORD
78 | 94

McFEE
78 | 79

ROTTSTEDT
19 | 20

ENGLE
99 | 24

WRIGHT
18 | 76

MILES
18 | 35

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DIAGRAM "B"
OVER TARGET
95 "B" GROUP

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

GROUP FORMATION FORM

DATE 11 April 19 44

LEAD

KROEGER
19 | 39

LOW

RIVENBARK
69 | 93

SCOTT
81 | 27

HIGH

HUBBS
16 | 75

WESTMEYER
79 | 35

HIATT
16 | 81

BUCKLAND
78 | 82

BANNERMAN
98 | 69

HOLT
70 | 68

JACOBSON
14 | 10

DOHERTY
71 | 20

McLANE
72 | 32

FRANCIS
20 | 19

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

95 "A"

FORM 3

STATION

119

DATE

7-11-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	Q	2066 PFF	LEONARD			0650 0750		1711	
						0651		1657	landed at home base
334	M	7047	NEALE			0652		1710	
"	F	1993	CUNNINGHAM			0653		1714	
"	H	7290	MAYER			0653		1712	
"	Q	1924	PINAS			0654		1713	
"	K	8178	HUIE	Hi		0655		1313	#4 Eng.
"	L	7894	FORD			0656		1716	
"	N	9924	ENGLE			0657		1717	
335	L	7889	GEIB			0658		1716	
"	R	1462						1715	
"	X	1632	WHITEOMB			0757		1715	
"	T	1063	HAGENBAUGH			0659		1715	
374	A	1835	MILES			0700			
412	Q	1876	WRIGHT			0702		1718	
335	V	3263	DELUCA			0701		0847	Gas Leak
"	K	1514	EDWARDS	Low		0705		1704	
"	M	1600	BAUMGARTNER			0705		1704	

95B

STATION

119

FORM 3

DATE

4-11-44

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				LST	ACT	EST	ACT	
336	J 1939	PROEGER			0714		1709	
336	F 8127	SCOTT			0714		1700	
336	P 6993	RIVENBARK			0715		1659	
336	K 7935	WESTMPEL			0716			
336	G 1410	JACOBSON			0717		1654	
336	H 7068	HOLT			0718		1701	
412	G 1681	HIATT			0718		1628	
412	O 7232	MC LANE			0719		1655	
412	S 7876	SCHIAFASZA			0720			
336	N 9884	CAVALIER			0721		0834	OK - Leak.
336	M 7988	JOHNSON			0722			#3 Eng cut out - Mag. Trouble
336	E 7120	DOHERTY			0722		1656	
412	V 1675 0233	HUBBS			0726		1650	
412	J 1798	MADDOX			0727		1658	
412	T 7882	BUCKLAND			0729		1655	
336	R 2019	FRANCIS			0723			
412	R 9869	BANNERMAN			0724			
412	H 7223	POWELL			0725			

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER

11 April 1944

SUBJECT: S-2 Report 95A

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

1. Twenty A/C plus one PFF A/C took off beginning at 0650 to form the lead group of the 13B Combat Wing and attack Poznan, Poland. The following A/C returned early:

A/C 3263 returned from 51°40'N-01°10'E at 0800 hrs. Gas leak and oil leak in #1 and #2 engines.

A/C 8178 returned from 54°30'N-09°10'E at 1040 hours. #4 engine out. Over enemy territory.

2. Approximately 40 E/A were encountered. These were 20 FW 190's, 10 ME 410's, 10 JU 88's, and 1 long nosed FW 190. Aggressive attacks experienced on two occasions. German pilots appeared to be very experienced.

3. Intense and very accurate flak experienced at Rostock. Moderate, following, fairly accurate flak came from Anklan and Warnemunde.

4. Strike photos show G.P. bombs striking to the east of the M/Y in Rostock. This is a residential part of the city. A good pattern is shown.

5. Heavy clouds in the vicinity of 52°30'N-16°00'E turned the formation back. Rostock was bombed as a last resort target on PFF. A/C 1835 (Miles) was hit by flak over Rostock. The flak burst was right below A/C. This B-17 dropped out of formation to left under control but with fire streaking way back to tail. 4 chutes were reported. A/C 8178 bombed a target of opportunity at 54°33'N-09°00'E when they had to abort. Results not observed. All other A/C returned to base by 0615 hours.

STANLEY R. WHEATON,
Capt., Air Corps,
Ass't. S-2 Officer.

410s held back at 1500 yards. The right aileron was knocked off
and gas from the Tokyo HEADQUARTERS engine was
feathered and NINETY-FIFTH BOMBARDMENT GROUP (H) losing altitude,
Office of the Intelligence Officer to bail out at
AP0 559 chutes out.

a. A/C #8865 piloted by Lt. Bannerman and identified as
"Major Gen Walt," was under attack by FW-190 11 April 1944
A/C had a hole in the right aileron and another in the
main gas tanks are located. A/C winged
SUBJECT: S-2 Report 95B. in a sliding dive, gas spraying out
the A/C in flames--no chutes seen.

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

1. A/C #1790 piloted by Lt. Maddox was in formation when
the first pair of FW-190s attacked from 11 o'clock high, but was
not hit. Seventeen A/C took off to form 95B Group flying as low
group in 13B Combat Wing to attack fighter aircraft production
at Poznan, Poland. Capt. Ogden was in command.

A/C #8818 piloted by Lt. Francis was in formation after
the A/C #9884 returned from 51°50'N-00°50'E at 0816 hours with
an oxygen leak. edge of wing, #1 engine feathered and #2 on fire.
A/C slipped to the right and put out fire. Bomb-bay doors were
open.

2. E/A attacks may be divided into two phases of one-half
hour duration each--the first attacks by 20 Ju-88s and Me-410s
believed to be using 37 MM cannon in the nose, and the second
attack by 30 FW-190s which battled furiously. Gunners commented
that pilots were experienced, attacking from those angles out
of reach of their guns--they just couldn't get their sights on
many attacking E/A. piloted by Lt. Westmeyer was hit in the #190
attack from 6 o'clock slightly high by 30 MM causing a hole in
the #190.

3. AA fire from Rostock was intense and accurate following,
while the fire from Anklam and Warnemunde was similar but moder-
ate. AA fire #3 engine was burning. A/C peeled off to the right
and it is believed a total of 10 chutes out.

4. Strike photos show GP bombs bursting in the city of Ros-
tock east of the railway marshalling yards and indicate the IBs
carried by this group fell in the same area.

5. High clouds prevented the formation from bombing any of
the assigned targets, so the city of Rostock was bombed as a last
resort target by PFF though there was only a 5/10 to 8/10 cloud
cover there.

The following A/C from this group are missing:

a. A/C #7876 piloted by Lt. Schiapacasse was hit by a T/E
attack from 2 o'clock high using rockets. A/C winged over to the
left and climbed a little in control--no fire or damage visible.
Ten chutes out at 55°00'N-16°00'E at 1218 hours.

b. A/C #7223 piloted by Lt. Powell was hit by what was be-
lieved to be 37 MM cannon shells fired from the nose of an Me-
410 venturing in to 1000 yards from 7 o'clock level. Other Me-

410s held back at 1500 yards. The right aileron was knocked off and gas from the Tokyo tanks was burning there--#1 engine was feathered and #4 smoking. A/C turned to the left losing altitude, salvoed bombs, and pilot was heard to order crew to bail out at 54°37'N-15°15'E about 1215 hours--10 chutes out.

c. A/C #9869 piloted by Lt. Bannerman and identified as "Heaven Can Wait," was under attack by FW-190s just before the target. A/C had a hole in the right aileron and another in the right wing where the main gas tanks are located. A/C winged over to the left and back in a slicing dive, gas spraying out and enveloping the A/C in flames--no chutes seen.

d. A/C #1798 piloted by Lt. Maddox was in formation when the first pair of FW-190s attacked from 11 o'clock high, but was not seen after the second pair attacked from the same position in the target area.

e. A/C #2019 piloted by Lt. Francis was in formation after the T/E attacks with the CP, B, and TT not visible--a hole in the right trailing edge of wing, #1 engine feathered and #4 on fire. A/C slipped to the right and put out fire. Bomb-bay doors were open and bombs released just before the group's bombs. An FW-190 attacked from 11 o'clock level, cut around the tail and attacked from 5-6 o'clock level. B-17 nosed up a little as did the FW-190 peppering the tail assembly with 20 MMs. The B-17 settled down and chutes started out--5 seen.

f. A/C #7935 piloted by Lt. Westmeyer was hit in an FW-190 attack from 5 o'clock slightly high by 20 MMs causing a hole in the right wing between #3 engine and fuselage--gas poured out but there was no fire, and 2 or 3 chutes started out over the target. After AA fire #2 engine was burning. A/C peeled off to the right and it is believed a total of 10 chutes out.

4. Strike photos show 37 bombs bursting in the city of Rostock. For the Intelligence Officer: cards and indicate the lbs carried by this group fell in the same area.

5. High clouds prevented the formation from bombing any of the assigned targets, so the city of Rostock Arno A. Krause, last resort target by 177 though there was only a 1st Lt., Air Corps, Ass't. S-2 Officer, cover there.

The following A/C from this group are missing:

a. A/C #7876 piloted by Lt. Schlapacasse was hit by a T/E attack from 2 o'clock high using rockets. A/C winged over to the left and climbed a little in control--no fire or damage visible. Ten chutes out at 55°00'N-16°00'E at 1215 hours.

b. A/C #7823 piloted by Lt. Sowell was hit by what was believed to be 37 MM cannon shells fired from the nose of an Me-410 venturing in to 1900 yards from 7 o'clock level. Other Me-

A.T.F.

C.W.

"B" Gp.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 11-4-44

TIME

Kroeger
1939

Hubbs
1675

Rivenbank
6993

Scott
8127

Hiatt
1681

Buckland
7882

~~Maddox~~
1798

~~Westmeyer~~
7935

~~Schiappacasse~~
7876

McLane
7932

~~Francis~~
2019

Holt
2068

Jacobson
1410

~~Cavalier~~
9884

~~Powell~~
7223

~~Bannerman~~
9869

Doherty
7120

ABORTIVE _____

EXTRA _____

EXTRA _____

MISSING _____

CHANGES _____

A.T.F.

C.W.

"A" Gp.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 11-4-44

TIME

Leonard
2066

Edwards
1514

Neale
7047

P.F.F.

Henderson
7199

Baumgartner
1600

Cunningham
1993

Martin ~~was here~~
7215

Piñas
1924

Mayer
7290

McFee ~~was here~~
7899

Rottstedt
1920

McFee was 1104

ABORTIVE
MISSING
CHANGES
Until 15 minutes after
the target when battle
damage forced him to
straggle.

EXTRA

EXTRA A

