

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

APC 559
14 April 1944

SUBJECT: Report of Operations Officer, Mission of 13 April
1944, Augsburg.

TO : Commanding Officer, 95th Bomb Group, APC 559.

MAIN 95th GROUP FORMATION

1. GENERAL NARRATIVE. The 95th Main Group took off at 1020-1035 to form the low Group of the 13th "A" Combat Wing. By 1040 the 95th Main Group had assembled above the base at 2000' and started a climb to Combat Wing assembly altitude. During the climb to altitude the 100th "B" Group was sighted and rendezvous effected with them at 14,000' at 1147. At 1203 the formation was six miles East of Buncher #12 at 14,000'. Felixstowe was crossed on route out at 1213 at 14,000' with the Combat Wing in good formation. Climb to bombing altitude was started at this time and was reached at enemy coast. Enemy coast was crossed on route out at 51°07'-02°40'E at 19,000' at 1239.

The route to the I.P. was flown as briefed and Groups peeled off at I.P. in order of lead, high and low. Due to cloud cover over the primary it was decided to bomb the city of AUGSBURG. Bombs were away at 1459. Rally was effected as planned and route home flown as briefed except for deviations from course to avoid swelling cumulus.

The enemy coast was crossed on route home at 51°07'-02°40'E at 1719 at 16000'. Descent to minimum altitude was started at this point and English Coast crossed at Felixstowe at 1744 at 6,000'. The main 95th Group returned to base at 1752 and landed at 1756-1811 hours.

2. AIRCRAFT NOT ATTACKING. Twenty one (21) aircraft left the base in the formation shown in Diagram "A". Aircraft #42-31083 left the formation before becoming dispatched, thus twenty (20) aircraft were dispatched.

Of these twenty aircraft, aircraft #42-31514 left the formation after being dispatched and returned to base after crossing the enemy coast. Twenty (20) aircraft are credited with sorties.

Of the nineteen (19) aircraft which went over the target, none failed to bomb. Formation over the target is shown in Diagram B.

3. LOST AIRCRAFT. No aircraft were lost from the 95th Main Group.

95th - 100th "A" COMPOSITE GROUP

1. GENERAL NARRATIVE. Nine (9) aircraft took off at 0945-0952 to form the high squadron of the 100th "A" Group which was flying as high Group in the 13th "A" Combat Wing. By 1000 the nine aircraft had assembled at 3,000' above the base at 3,000'. At this time the Squadron proceeded to Thorpes Abbott where rendezvous was made with the 100th "A" Group.

Reference is made to the report of the 100th "A" GROUP for a general narrative of the remainder of the mission, which was flown in company with the 100th "A" Group. No additional points are to be noted.

2. AIRCRAFT NOT ATTACKING. Nine (9) aircraft left the base in the formation shown in Diagram A. Aircraft #42-31924 left the formation before becoming dispatched, thus eight (8) aircraft were dispatched, and are credited with sorties.

Eight (8) aircraft went over the target in the formation shown in Diagram B and none failed to bomb.

3. LOST AIRCRAFT. Aircraft #42-30233 started straggling after leaving the target area. Last seen approximately ten minutes after bombs away heading for Switzerland.

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

SECRETHEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

18 April 1944

AIRCRAFT NOT ATTACKING95th Group FormationMission of 18 April 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.....	20
E. Number of A/C Attacking.....	19
F. Number of A/C Not Attacking.....	2
G. Number of Sorties.....	20
H. Detailed description of reasons why aircraft did not attack:	
1. A/C 42-31514 Sortie. Left formation after being dispatched because of: (a) # 2 Engine smoking. No mechanical trouble found.	
2. A/C 42-31083 No Sortie. Left formation before being dispatched because of: (a) # 4 Engine governor leaking oil.	

For the Commanding Officer:

HARRY G. WILFORD,
Lt Col. Air Corps,
Operations Officer.SECRET

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 560

E-I-15

13 April 1944

AIRCRAFT NOT ATTACKING

95th (Composite) GROUP Formation

Mission of 13 April 1944

- A. Number of A/C Scheduled..... 9
- B. Number of A/C Taking Off..... 9
- C. A/C Taking Off less unused spares..... 9
- D. Number of A/C Dispatched..... 8
- E. Number of A/C Attacking..... 8
- F. Number of A/C Not Attacking..... 1
- G. Number of Sorties..... 8
- H. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-31924 W. Sortie. Left formation before being dispatched because of: (a) Oxygen leak in top turret.

For the Commanding Officer:

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

DIAGRAM "A"
95TH MAIN GROUP
ASSEMBLY

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

GROUP FORMATION FORM

DATE 13 April 19 44

LEAD

HUBBS
19 99

McLANE
72 32

NEWSON
18 76

HIGH

EDWARDS
15 14

LOW

KROEGER
13 20

SCOTT
81 27

McCALL
98 84

HOLT
70 68

RIVENBARK
69 93

BUCKLAND
18 87

HAGENBAUGH
10 63

WHITCOMB
16 32

BECKELMAN
72 05

BAUMGARTNER
14 62

DOHERTY
16 75

KIRBY
71 20

HENDERSON
72 64

MARTIN
16 81

CRUTCHFIELD
15 89

McFEE
78 89

BABER
16 00

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DIAGRAM "A"
 95TH COMPOSITE SQUADRON
 ASSEMBLY

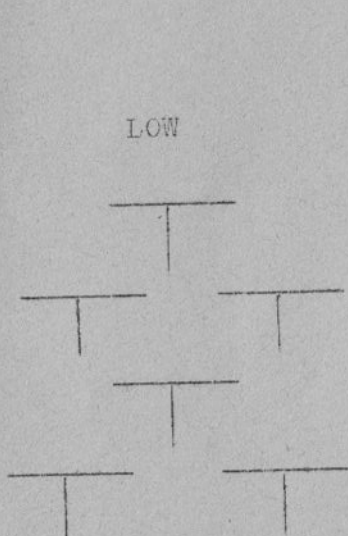
NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Operations Officer

GROUP FORMATION FORM

DATE 13 April 19 44

LEAD

LOW



HIGH

HUIE

19 | 92

<u>BACHUZEWSKI</u>	<u>PINAS</u>
81 23	03 42

HARRIS

19 | 20

<u>ENGLE</u>	<u>MAYER</u>
99 24	72 90

FORD

70 | 47

<u>JOHNSON</u>	<u>ROTTSTEDT</u>
02 33	19 24

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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

DIAGRAM "B"
95TH MAIN GROUP
OVER TARGET

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

GROUP FORMATION FORM

DATE 13 April 19 44

LEAD

HUBBS
19 | 99

LOW

McLANE
72 | 32

NEWSON
18 | 76

HIGH

KROEGER
13 | 20

SCOTT
81 | 27

WHITCOMB
16 | 32

McCALL
98 | 84

HOLT
70 | 68

RIVENBARK
69 | 93

BUCKLAND
18 | 87

MARTIN
16 | 81

BABER
16 | 00

BECKELMAN
72 | 05

BAUNGARTNER
14 | 62

DOHERTY
16 | 75

KIRBY
71 | 20

HENDERSON
72 | 64

McFEE
78 | 89

CRUTCHFIELD
15 | 89

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

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

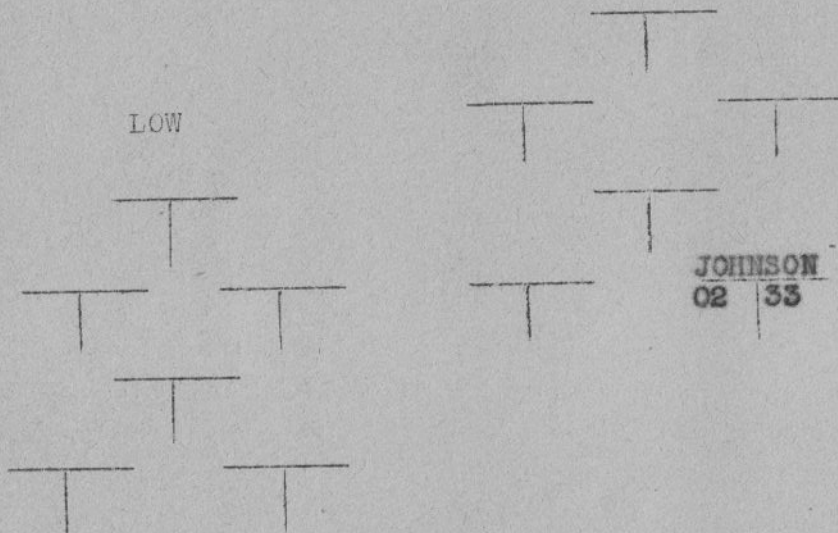
DIAGRAM "B"
 95TH COMPOSITE SQUADRON
 OVER TARGET

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

GROUP FORMATION FORM

DATE 13 April 19 44

LEAD



HIGH

HUIE
 19 | 92

BACHUZEWSKI FINAS
 81 | 23 03 | 42

HARRIS
 19 | 20

ENGLE MAYER
 99 | 24 72 | 90

FORD
 70 | 47

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)

DATE April 13, 1944

TARGET

CAPT EDWARDS 335K
MAJ LINDLEY - 412X

1. 13A C.T. 95B GROUP POSITION Low GP LEADER MAJ LINDLEY - 412X
2. TAXI TIME 1st A/C 1005 T.O. 1st A/C 1020 BASE 1040 ETR 1755
3. SQUADRON 334 NO. OF A/C 8 CALL SIGNS: W/T LZJ

* * * * *
P B E G H N M Q
A/C : 1792 : 0342 : 8123 : 1420 : 7290 : 9924 : 7047 : 1924 : : : : : : : :
A.T.O. : 0945 : 0946 : 0947 : 0948 : 0948 : 0949 : 0950 : 0951 : : : : : : : :
A.T.R. : 4814 : 1815 : 1820 : 1816 : 1817 : 1813 : 1811 : 1304 : : : : : : : :
Bungay

SQUADRON 335 NO. OF A/C 8 CALL SIGNS: W/T WXX

K Z T R H O M L
A/C : 1514 : 1632 : 1063 : 1462 : 7264 : 1589 : 1600 : 7889 : : : : : : : :
A.T.O. : 1025 : 1025 : 1026 : 1027 : 1028 : 1029 : 1030 : 1031 : : : : : : : :
A.T.R. : 1327 : 1502 : 1228 : 1809 : 1808 : 1800 : 1507 : 1510 : : : : : : : :

SQUADRON 336 NO. OF A/C 6 CALL SIGNS: W/T POG

F P H N L E
A/C : 8127 : 6993 : 7068 : 9854 : 7205 : 7120 : : : : : : : :
A.T.O. : 1023 : 1024 : 1032 : 1033 : 1034 : 1035 : : : : : : : :
A.T.R. : 1801 : 1811 : 1756 : 1755 : 1758 : 1759 : : : : : : : :

SQUADRON 412 NO. OF A/C 8 CALL SIGNS: W/T MZX

X Q O K G M W V
A/C : 1999 : 1576 : 7232 : 1887 : 1681 : 1320 : 1675 : 0233 : : : : : : : :
A.T.O. : 1020 : 1021 : 1022 : 1023 : 1028 : 1031 : 1035 : 0952 : : : : : : : :
A.T.R. : 1803 : 1803 : 1805 : 1802 : 1806 : 1756 : 1759 : : : : : : : :
/

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
335	T	1063		Oil Pressure
334	Q	1924		Oxygen Out
335	K	1514		ENGINE TROUBLE

* HIGH SQ. HIGH GROUP-100A

STATION

119

FORM 3

DATE

4-13-42

LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
412	X	1999	HUBBS		1020		1803	
412	Q	1876	NEWSON		1021 ⁺		1803	
412	O	7232	McLANE		1022		1805	
336	F	8127	SCOTT		1023		1801	
412	K	1887	BUCKRAND		1023 ⁺		1802	
336	P	6993	RIVENBARK		1024		1811	
335	K	1514	EDWARDS		1025		1327	ENGINE TROUBLE
335	Z	1632	WHITEOMB		1025 ⁺		1806	
335	T	1063	HAGENBACH		1026 ⁺		1228	OIL PRESSURE
335	R	1462	BAUMGARTNER		1027		1809	
412	G	1681	MARTIN		1028		1806	
335	H	7264	HENDERSON		1028 ⁺		1808	
335	O	1589	CROUCHFIELD		1029 ⁺		1800	
335	M	1600	DABER		1030		1807	
335	L	7889	M'FEE		1031		1810	
412	M	1320	KROEBER		1031 ⁺		1756	
336	H	7068	HOLT		1032 ⁺		1756	

STATION

119

FORM 3

DATE

4-13-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
-	336	N 9884	McCALL			1033 ⁺		1755	
-	336	L 7205	BECKELMAN			1034		1758	
-	336	E 7120	KIRBY			1035		1759	
-	412	W 1675	DOHERTY			1035 ⁺		1757	
-	334	P 1992	HUIE			0945 ⁺		1814	
-	334	R 0342	PINAS			0946		1815	
-	334	E 8123	SACHOZENSKI			0947		1820	Landed @ Bungay,
-	334	G 1920	HARRIS			0948		1816	
-	334	H 7290	MAYER			0948 ⁺		1817	
-	334	N 9924	ENGLE			0949 ⁺		1813	
-	334	M 7047	FORD			0950		1811	
-	334	Q 1924	ROTTSCHEIDT			0951		1304	OXYGEN SYSTEM OUT.
-	412	V 0233	JOHNSON			0952			

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

13 April 1944.

SUBJECT: S-2 Report.

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

1. Twenty-one A/C took off between 1020 and 1035 hours to fly as the low group in 13A Combat Wing and to attack the Messerschmitt parent plant at Augsburg, Germany. Major Lindley was in command. Nineteen of these A/C bombed a target of opportunity, the city of Augsburg, because of weather. All A/C landed by 1811 hours.

A/C #1063 returned from 52°23'N-00°52'E and 14,500' at 1200 hours with #4 prop governor spurting oil.

A/C #1514 returned from 50°56'N-03°13'E and 19,800' at 1247 hours because #2 engine out.

2. Twelve FW-190s and Me-109s were seen S. of Ludwigshaven. They seemed unwilling to engage the formation and made hesitant single passes at the low squadron.

3. Flak was the worst enemy today, with intense and accurate following AA fire from Augsburg, and meagre fire from Speyer, Heilbronn, Louvain, and Ostend.

4. Immediate interpretation of strike photos shows a bursting of incendiaries in a residential and factory section of the city of Augsburg, part of which has not been previously hit by the RAF.

5. The target of opportunity in the city of Augsburg was chosen because it was on the same course as the bomb run, because the lead bombardier saw other groups in the combat wing dropping on the primary, and because a huge cumulus cloud over the MPI prevented his making a run on the primary target.

For the Intelligence Officer:

Arno A. Krause,
1st. Lt., Air Corps,
Ass't. S-2 Officer.

HEADQUARTERS
NINETY-FIFTH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer
APO 559

13 April 1944.

SUBJECT: S-2 Report Composite Group.

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

1. Nine A/C of the 95th Group took off beginning at 0945 hours to form the high squadron of the 100 A Group flying as high group in the 13A Combat Wing and attack Augsburg, Germany. The following A/C returned early:

A/C #1924 returned from Felixstowe at 1213 hours. Oxygen system out.

2. No E/A attacked this Group.

3. Meagre inaccurate barrage-type flak reported from Louvain and Ostend. Meagre inaccurate following flak reported from Heilbronn and Speyer. Flak intense, accurate, following over Augsburg.

4. Strike photos show bombs hitting about 3 miles to E of MPI.

5. A/C 8123 landed at Bungay with S/Sgt. C. W. Reelchen, tail gunner, badly wounded. Returned to base by 2030 hours. A/C 233 lost. It was seen falling behind Group just after the target. One engine was smoking, but all engines were going. Turned toward Switzerland and disappeared into clouds. One report indicates 2 E/A were attacking this A/C as it went into clouds. Last seen at 48°40'N-10°45'E. No chutes reported. Fighter escort termed superb. All other A/C returned to this base by 1830 hours.

For the Intelligence Officer:

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