

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

APO 559,  
18 April 1944.

SUBJECT: Report of Operations Officer - Mission of 18 April  
1944 - Berlin.

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

95th "B" GROUP FORMATION

1. GENERAL NARRATIVE. The 95th "B" Group formation took off at 1000-1019 hours to form the lead Group of the 13th Combat Wing. One Pathfinder aircraft furnished the 95th Group flew in Combat Wing lead and the other in Deputy Combat Wing lead. Due to an overcast assembly was made at 4000' above the Mendelsham Buncher. By 1035 the formation was assembled and climb to Combat Wing assembly altitude was started. The 95th "A" Group flying the high position was picked up in the area of the Mendelsham Buncher and climbed with the 95th "B" Group in that position.

The first Combat Wing control point at Manningtree was crossed at 1130 at 15000'. The 100th Group flying in the low Group position was a little late at this control point. However, they had closed part of the interval by the time the Division rendezvous point at Buncher #12, was crossed at 1140. The 45th Combat Wing was a little late at Splasher #12 which caused the 13th Combat Wing to "S" enroute to Cromer. Cromer was crossed at 1200 hours at 15,000' with the 13th Combat Wing escheloned right on the 45th Combat Wing.

Climb to bombing altitude was started at 53°42' - 03°47'E at 1235. The 100th Group was trailing slightly at the time the climb was started and became strung out during the climb to altitude. Bombing altitude of 25,000' was reached at 54°32' - 08°20'E at 1325. The course to the target was flown slightly north of briefed course with the 13th Combat Wing maintaining eschelon right on the 45th Combat Wing.

The weather enroute to the target area had been free of clouds except for patchy low stratus. However, upon approaching the target the tail end of a front existed and an attempt to contact the fighters for target weather was made without success. In the vicinity of Brandenburg a 360° turn was made in an attempt to lose altitude so that a bomb run could be made under the clouds as to have climbed above the clouds would have been impossible. Dropping down to 16,000' course was again set for the target area, however before reaching the target the formation found itself in the clouds again so the primary target was

abandoned and a target of opportunity planned on route out. The high Group became separated from the 13th Combat Wing in the clouds.

On route out the area around Brandenburg appeared to be clear enough for a run so additional altitude was gained and a run made on the airfield at Brandenburg. Bombs were away at 1455 at 18,000'.

The route back was planned so that an interception course would take the formation out at the briefed point on the enemy coast. Enroute to the coast additional altitude was gained so that the enemy coast was crossed at 20,000' at 1514. Descent to 15,000' was started at this point.

The route back over the North Sea was flown north of course however landfall made at the English coast south of course at Gt. Yarmouth at 1747 at 3,000'. The 95th "B" Group returned to the base at 1800 and landed at 1759-1816 hours.

2. AIRCRAFT NOT ATTACKING. Twenty one (21) aircraft, including two PFF aircraft, assembled in the formation shown in Diagram "A". Aircraft #42-37894 left the formation before becoming dispatched, thus twenty (20) aircraft including two PFF were dispatched.

Of these twenty (20) aircraft, aircrafts #42-97290, #42-37988, #42-31320, and #42-31920 left the formation after becoming dispatched. Aircraft #42-31920 is credited with a sortie, thus seventeen aircraft are credited with sorties.

Of the sixteen 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 95th "B" Group.

#### 95th "A" - 100th COMPOSITE FORMATION

1. GENERAL NARRATIVE. Twelve (12) aircraft took off at 0945-0955 to form the lead and low Squadrons of the 95th-"A"-100th Composite Group which was to fly as high Group in the 13th Combat Wing formation. Due to cloud cover assembly was made over the Mendelsham Buncher at 8,000'. The high Squadron furnished by the 100th Group assembled with the two Squadrons furnished by the 95th Group at this point. Assembly was effected with the 95th "B" Group over the Mendelsham Buncher and the remainder of the mission up to the target was flown in company with them.

Reference is made to the above report of the 95th "B" Group for a general narrative of the remainder of the mission up to the target.

In the target area the 95th "A" - 100th Composite formation became separated from the Combat Wing due to clouds and bombed a target of opportunity at Bad Wilsnack at 1444 at 21,300'. The route home was flown slightly north of briefed route going in as an individual Group. The enemy coast was crossed on route back at 54°20' - 08°40'E at 1533 at 20,000'.

Descent was started at this point and route back was flown as briefed with the English coast being crossed at Cromer at 1718 at 2,000'. The 95th "A" Group returned to the base at 1740 and landed at 1744-1754 hours.

2. AIRCRAFT NOT ATTACKING. Twelve (12) aircraft of the 95th "A" Group took off and assembled in the formation shown in Diagram "A". Aircraft #42-31589 left the formation before being dispatched, thus eleven (11) aircraft were dispatched.

Of the eleven (11) aircraft dispatched, aircraft #42-31410 left the formation after being dispatched but is not credited with a sortie. Thus (10) aircraft are credited with sorties.

Of the ten (10) aircraft of the 95th "A" Group which went over the target, none failed to bomb. The formation over the target is shown in Diagram "B".

3. LOST AIRCRAFT. No aircraft were lost from 95th "A" Group.

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

DIAGRAM "A"  
95th A GROUP ASSEMBLY

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

GROUP FORMATION FORM

DATE 18 APRIL 44

LEAD

MILLWARD

14 | 62

HENDERSON

72 | 64

HAGENBAUGH

15 | 14

LOW

HIGH

SCOTT

81 | 27

CRUTCHFIELD

15 | 89

100 <sup>th</sup>

McCALL

19 | 39

HOLT

70 | 68

DELUCA

10 | 63

WRIGHT

72 | 15

RIVENBARK

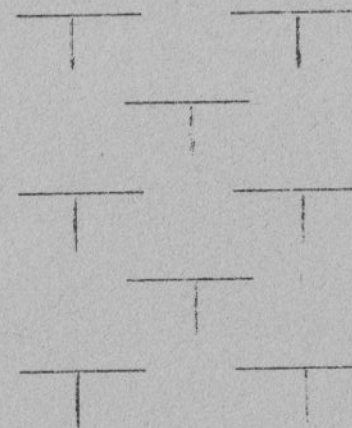
98 | 84

KIRBY

71 | 20

JACOBSON

14 | 10



BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_

DIAGRAM "B"  
95th A GROUP OVER TARGET

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

GROUP FORMATION FORM

DATE 18 APRIL 44

LEAD

MILWARD  
14 | 62

HENDERSON  
72 | 64

HAGENBAUGH  
15 | 14

HIGH

LOW

SCOTT  
81 | 27

DELUCA  
10 | 63

100<sup>ts</sup>

McGALL  
19 | 39

HOLT  
70 | 68

WEIGHT  
72 | 15

RIVENBARK  
98 | 84

KIRBY  
71 | 20

BRIBFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

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

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

GROUP FORMATION FORM

DATE 18 April 19 44

LEAD

P.F.F.

5 65

McLANE

72 32

FORD

74 07

LOW

NEWSON

18 76

GEIB

78 89

HIGH

P.F.F.

5 60

HATHEWAY

16 75

GUNN

18 87

WOOD

71 94

WILSON

16 32

NEALE

70 47

BOWDEN

19 24

GILLEN

16 81

ENGLE

19 92

BUCKLAND

78 82

ROTTSTEDT

19 93

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

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

95TH "B" GROUP  
ASSEMBLY  
DIAGRAM "A"

GROUP FORMATION FORM

DATE 18 April 19 44

LEAD

P.F.P.

5 | 65

McLANE

72 | 52

FORD

74 | 67

HIGH

P.F.P.

5 | 60

LOW

LEASER

13 | 20

GEIB

78 | 89

HATHEWAY

16 | 75

NEWSON

18 | 76

WOOD

71 | 94

WILSON

16 | 32

NEALE

70 | 47

BOWDEN

19 | 24

GUNN

18 | 87

HARRIS

19 | 20

GIBLEN

16 | 81

BUCKLAND

78 | 82

PINAS

78 | 94

BACHUZEWSKI

72 | 90

ENGLE

19 | 92

ROTTSTEDT

19 | 93

DOHERTY

79 | 88

BRIEFING \_\_\_\_\_  
READINESS \_\_\_\_\_  
STATIONS \_\_\_\_\_  
TAXI \_\_\_\_\_  
TAKE-OFF \_\_\_\_\_  
RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS

334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

HEADQUARTERS 96TH BOMBARDMENT GROUP (H)  
APO 559

E-I-5

18 April 1944

AIRCRAFT NOT ATTACKING

95th "A" Group Formation

Mission of 18 April 1944

- A. Number of A/C Scheduled..... 12
- B. Number of A/C Taking Off..... 12
- C. A/C Taking Off less unused spares..... 12
- D. Number of A/C Dispatched..... 11
- E. Number of A/C Attacking..... 10
- F. Number of A/C Not Attacking..... 2
- G. Number of Sorties..... 10
- H. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-31410 No Sortie. Left formation before being dispatched because of: (a) Oxygen failure in Ball Turret.
- 2. A/C 42-31589 No Sortie. Left formation after being dispatched because of: (a) #2 engine oil pressure failed.  
(b) #3 engine pulled 28 inches.  
(c) No mechanical trouble found on the ground.

For the Commanding Officer:

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



SECRET

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 569

E-1-5

18 April 1944

AIRCRAFT NOT ATTACKING

95th "B" Group Formation

Mission of 18 April 1944

A. Number of A/C Scheduled..... 19 and 2 PFF  
B. Number of A/C Taking Off..... 19 and 2 PFF  
C. A/C Taking Off less unused spares..... 19 and 2 PFF  
D. Number of A/C Dispatched..... 18 and 2 PFF  
E. Number of A/C Attacking..... 14 and 2 PFF  
F. Number of A/C Not Attacking..... 5  
G. Number of Sorties..... 15 and 2 PFF  
H. Detailed description of reasons why aircraft did not attack:

1. A/C 42-31920 Sortie. Left formation after being dispatched because of: (a) Oil pressure dropped to 42 pounds on #2 engine.
2. A/C 42-37594 No Sortie. Left formation before being dispatched because of: (a) #3 Supercharger inoperative.
3. A/C 42-97290 No Sortie. Left formation after being dispatched because of: (a) #2 Engine rough at altitude.
4. A/C 42-37988 No Sortie. Left formation after being dispatched because of: (a) Could not keep up with formation.
5. A/C 42-31320 No Sortie. Left formation after being dispatched because of: (a) #1 Engine internal failure.

For the Commanding Officer:

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

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HEADQUARTERS  
 NINETY FIFTH BOMBARDMENT GROUP (H)

DATE 18 APRIL 1944

TARGET

1. 13 C.W. 95B GROUP POSITION LEAD GP LEADER CAPT. ABBOTT - KRFB (FF)  
COL. MCKNIGHT - KRFB (FF)  
 2. TAXI TIME 1st A/C 0945 T.O. 1st A/C 1000 ETD 1020 ETR 1800  
 3. SQUADRON 334 NO. OF A/C 7 CALL SIGNS: W/T UCZ

A/C	Q	M	G	H	L	P	F	KRFB
A.T.O.	:1924	:1047	:1920	:1210	:1894	:1992	:1993	:560
A.T.R.	:1807	:1008	:1009	:1010	:1011	:1012	:1013	:1006
A.T.R.	:1807	:1759	:1537	:1425	:1406	:1813	:1814	

SQUADRON 335 NO. OF A/C 2 CALL SIGNS: W/T SFX

A/C	L	Z	KRFB
A.T.O.	:1989	:1032	:565
A.T.R.	:1003	:1004	:1000
A.T.R.	:1811	:1816	:1801

SQUADRON 336 NO. OF A/C 2 CALL SIGNS: W/T WJJ

A/C	O	M
A.T.O.	:1944	:1988
A.T.R.	:1005	:1013
A.T.R.	:1810	:1508

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

A/C	N	O	M	Q	W	K	T	G
A.T.O.	:1407	:1232	:1320	:1876	:1675	:1887	:1882	:1681
A.T.R.	:1001	:1002	:1014	:1015	:1016	:1017	:1018	:1019
A.T.R.	:1810	:1808	:1510	:1803	:1800	:1801	:1802	:1801

1801 - 1818 SNETTERTOR

PATHFINDERS

SQDN	LETTER	NUMBER	DESIGNATION	EXPLANATION
	: KRFB	: 565	:	:
	: KRFB	: 560	:	:
334	: G	: 1920	:	: ENGINE UNFIT
334	: H	: 1290	:	: #1 + #2 ENGINE HOT
334	: L	: 1894	:	: #3 SUPERCHARGER
336	: M	: 1988	:	: ENGINE DAMAGE
412	: M	: 1320	:	:
:	:	:	:	:
:	:	:	:	:

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STATION AAF 119

FORM 3

DATE 4-18-44B Group.

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
		565	PFF			1000		1801	
412	M	7407	FORD			1001		1810	
412	O	7232	McLane			1002		1808	
35	L	7889	Leib			1003		1811	
	Z	1632	Wilson			1004		1816	
36	O	7194	Wood			1005		1810	
34	K	<sup>560</sup> <del>8198</del>	<del>Leonard (lead)</del>			1006			
334	Q	1924	Bowden			1007		1807	
	M	7047	Meale			1008		1759	
	G	1920	Harris			1009		1537	
	H	7290	Bachuszewski			1010		1425	
	L	7894	Pinas			1011		1406	
	P	1992	Engle			1012		1813	
36	M	7988	Doherty			1013		1508	
34	F	1993	Rottstedt			1013		1814	

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STATION AAF 119

FORM 3

DATE 4-18-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
412	M	1320	Leaser	(lead)		1014		1510	
	Q	1876	Mewson			1015		1803	
	W	1675	Hatheway			1016		1800	
	K	1887	Gunn			1017		1801	
	T	7882	Buckland			1018		1802	
	G	1681	Zielen			1019		1801	
	A Group.								
935	R	1462	Milward	(lead)		0945		1752	
	K	1514	Hagenbaugh			0946		1752	
	H	7264	Henderson			0947		1751	
	O	1584	Critchfield			0956		1525	
	J	<del>1063</del> 7215	Wright			0948		1753	
	T	1063	Deluca			0949		1754	



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

18 April 1944

SUBJECT: S-2 Report for 95 "B" on the mission to Berlin, Germany.

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

1. Nineteen A/C of 95B Group with two PFF A/C took off between 1000 and 1019 hours to lead the 13th Combat Wing attacking the Daimler Benz Aero Engine Works at Genshagen, Germany. Lt. Col. McKnight was Combat Wing leader. Fourteen A/C and the two PFF A/C bombed a target of opp ortunity near Brandenburg, Germany because the primary target was obscured by cloud. Five A/C returned early:

A/C #7894, Not dispatched, reached 5355N-0431E at 1247 Hours and returned with #3 supercharger out.

A/C #7920, reached 5400N-0538E and 19,500' at 1300 hours and returned with #2 engine overheating and #1 slightly overheating.

A/C #7988, reached 5418N-0710E at 1314 hours with #'s 2 and 3 engines jutting black smoke causing A/C to fall behind formation.

A/C #1320, reached 5407N-0730E at 1320 hours and returned with #1 engine out, #3 supercharger out, and #2 fuel pressure down.

A/C #1920, reached 5412N-0855E at 1330 hours and returned with #2 oil pressure down causing A/C to fall behind formation.

2. No E/A attacked this group but 4 to 7 FW 190's and Me 109's were sighted NW of Brandenburg.

3. Moderate to intense following A A fire from Brandenburg was very accurate. Meagre fire at extreme range came from Lubeck and Brunsbuttelkoog.

4. Bombing results were unobserved because of the light cloud layer just below the formation in the Berlin area. The bomb run on the target of opportunity, Arado Flugzeugwerke G. M.B.H. SW of Brandenburg, a priority target making the He 111 and JU 88 and reported to be making the He 177, was visual except for the last minutes when the cloud moved in over the target. Photos show this cloud and several huge bursts of flak, and photo # SAV-95B-519-22 shows the Brandenburg/Briest A/D taken on a heading of about 285°, supporting the crew reports of the bombing of the A/C factory.

5. No A/C are missing from this mission, but Sgt. E. E. Hargraves, tail gunner in F/O Bowden's crew, was killed by flak in the Berlin area. Sgt. J. W. Pletcher, ball turret gunner in Lt. Wilson's crew, passed out on the bomb run, and Sgt. H. L. Whatler took off his oxygen mask, cranked up the ball turret, and revived Sgt. Pletcher. Col. Moller said the fighter support was excellent.

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

18 April 1944.

SUBJECT: S-2 Report 95A.

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

1. Twelve A/C of the 95th Group took off beginning at 0945 hours to form the lead and low squadrons of the 95A Group flying as high group of the 13th Combat Wing and attack Berlin, Germany. The following A/C returned early:

A/C #1410 returned from 53°20'N-02°40'E at 1226 hours  
--Ball turret oxygen system out.

A/C #1589 returned from 54°22'N-08°30'E at 1332 hours  
--#2 engine oil pressure failed, #3 engine pulled 28 inches.

2. No E/A attacked this Group. About 20 S/E E/A were seen attacking the group behind in vicinity of 52°45'N-12°15'E at 1438 hours.

3. Meagre, inaccurate, barrage type flak was thrown up from Brunshuttelkoog, Lubeck, and Rathenou.

4. M/Y yard at Bad Wilsnack attacked visually. Strike photos show bombs striking in M/Y and on depot. RR line to SW hit in several places

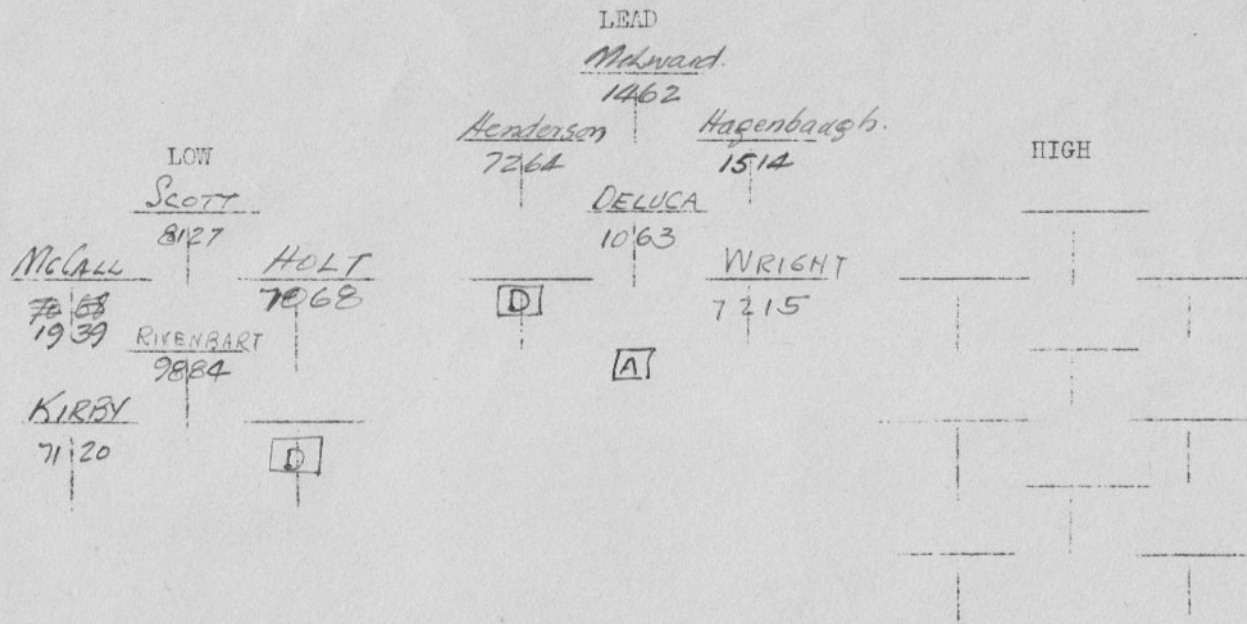
5. A cirrus cloud with base about 17,000 feet and top about 23,000 feet covered the city of Berlin and the area north and west, making formation flying impossible. A target of opportunity, the M/Y at Bad Wilsnack, was bombed visually. Fighter escort was reported very good on route in but none were seen on route out. All A/C returned to this base by 1830 hours.

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

= 95A =  
 NINETY FIFTH BOMBARDMENT GROUP (H)  
 Office of the Operations Officer

GROUP FORMATION FORM

DATE 18 Apr 1944



BRIEFING \_\_\_\_\_  
 READINESS \_\_\_\_\_  
 STATIONS \_\_\_\_\_  
 TAXI \_\_\_\_\_  
 TAKE-OFF \_\_\_\_\_  
 RENDEZVOUS \_\_\_\_\_

EXTRA SHIPS  
 354 \_\_\_\_\_  
 335 \_\_\_\_\_  
 336 \_\_\_\_\_  
 412 \_\_\_\_\_