

DECLASSIFIED
Authority NND 745005
By MS NARA Date 3-09

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

APO 559,
26 May 1944.

SUBJECT: Report of Operations Officer, 24 May 1944 - Berlin.

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

1. GENERAL NARRATIVE. The 95th Group took off at 0625-0646 to form the lead Group of the 13th "A" Combat Wing. Assembly was effected over the Mendlesham Buncher at 10,000' at 0740. Enroute to the first Combat Wing assembly point at Ipswich a call was received from the 388th "A" Group that they flying as low Group had to maintain 10,000' to stay above the tops of the clouds. The 390th Group was notified to climb an additional 1000' for Combat Wing assembly.

Ipswich was crossed on time at 0809 at 11,000'. The 388th "A" Group fell into position at this point and a call from the 390th Group indicated that they were trailing slightly. Time was gained enroute to Buncher # 22 so a wide turn was made around Buncher # 22 and Buncher # 12 to loose it. A call from the 13th "B" Combat Wing indicated that they were also ahead of schuedle and had the 13th "A" Combat Wing insight. The English Coast was departed at Cromer ar 11,000' on time at 0844 with the Division in the proper order and formation.

The climb to altitude was started at the coast at this time. The P.F.F. aircraft leading the 95th Group had airspeed trouble which was corrected by checking with the high and low Groups. Bombing altitude of 25,000' was reached at 1020 at 54°-14' 08°-14' E.

During the climb to bombing altitude the 1st Division ahead started their climb late which put the 3rd Division approximately 3000' above them. At about 05°30'E a heavy cirus level began which gave the 3rd Division little trouble inasmuch as the majority of it was topped. However, the 1st Division forces at a lower altitude was forced to climb up through this cirus layer. The 1st Division attempted to "S" on course to gain additional altitude before entering the cirus clouds, but were unable to top it and by "S"ing closed the interval between the 1st and 3rd Division.

Due to the shortening of interval between the 1st and 3rd Division an attempt was made at the turn at 54°14'-08°14'E at 1020 to guide left as briefed. However, the last Combat "ing of the 1st Division which was trailing the 1st Division force

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by about fifteen miles and flying abreast of the 13th "A" Combat Wing on the right refused to close on his Division and would make no attempt to cross over to the left. En route to the target the 13th "A" Combat Wing "S" d on course to drop behind this Wing and was unable to do so, as the 1st Division Wing would "S" with them.

On the target run the 1st Division combat wing remained forces abreast on the right of the 13th "A" Combat Wing. Bombs were away at 1110 on P.F.F. equipment. En route to the R.P. evasive action was taken and the R.P. was cut short about two miles. The 13th "B" Combat Wing had cut the 13th "A" Combat Wing short enroute to the R.P. and proceeded out from the I.P. to the right of the 13th "B" Combat Wing.

Visual contact was maintained by these two combat wings and they joined forces again at 53°25'N-11°35'E at 1205. Descent to 20,000' was started at the R.P. and 20,000' was maintained to 53°35'-11°00' E where 1000' altitude was gained to get above the cirrus and con-trail level. This altitude was maintained out over enemy territory and into the route home until 54°25'-06°43'E where a descent to minimum altitude was started at 1315.

The enemy coast was crossed en route back at 53°59'-09°29'E. During descent over North Sea through cirrus level the Groups were broken away from the Combat Wings and returned from that point as individual groups. The 390th Group in the high position had been squeezed out of formation by a 1st Division Group and returned with the 13th "B" Combat Wing. The 388th "A" was lost in the descent through the cirrus layer and contact could not be made with the 388th Group, the 390th Group or the 13th "B" Combat Wing after descent to 2000' over the North Sea.

The 95th Group crossed the English Coast at Cromer at 1502 and landed at the base at 1522-1544.

2. AIRCRAFT NOT ATTACKING. Twenty-one aircraft, including two P.F.F. and three spares took off, and assembled in the formation shown in Diagram "A". There were no abortions so spares returned as unused.

Eighteen aircraft including two P.F.F. were over the target in the format on shown in Diagram "B" and are credited with sorties.

The 95th Group furnished three spares for the 100th Group, two of which were used; #2447 and #1462. The third spare returned as unused. These two aircraft were in the 100th Group formation over the target and are credited with sorties.

3. LOST AIRCRAFT. #42-39924 was hit by flak over the target and was last seen in the target area under control.

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

24 May 1944

AIRCRAFT NOT ATTACKING95th Group FormationMission of 24 May 1944

- | | | |
|----|--|------------------------|
| A. | Number of A/C Scheduled..... | 16, 2 PFF and 3 Spares |
| B. | Number of A/C Taking Off..... | 16, 2 PFF and 3 Spares |
| C. | A/C Taking Off less unused spares..... | 16 and 2 PFF |
| D. | Number of A/C Attacking..... | 16 and 2 PFF |
| E. | Number of A/C Not Attacking..... | 0 |
| F. | Number of Sorties..... | 16 and 2 PFF |
| G. | Detailed description of reasons why aircraft did not attack: | |

(PFF A/C 586 scheduled to fly with this unit had a pre-take off accident which made it impossible to take off as scheduled. PFF A/C 564 took off with the 100th Group but filled in the position scheduled for the original PFF)

For the Commanding Officer:

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

Combat

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Authority NND 745005

By MS NARA Date 1-3-09

FORM 3

STATION _____

DATE 24/5/44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
	U	628	Martin	Ltd		0625			
35	L	7889	Rossetti			0626		1541	
	M	1600	Besser			0627		1537	
	W	8140	Rourke			0628		1541	
36	P	6993	Gilbert			0629		1537	
35	O	1589	Pasta			0630		1535	
PFF	D	564 586	SMARTOUT Kornatark (Ltd)			0623			
412	T	7882	Tajeskie			0631		1539 ⁺	
	O	7232	Kofsaes			0632		1544	
	L	7257	Ribnikan			0632		1543	
36	H	7068	Bullard			0623		1528 ⁺	
412	G	1681	Wells			0624		1527 ⁺	
34	K	8178	Bachyewski (Ltd)			0635		1522 ⁺	
	G	1920	Tempest			0626		1538 ⁺	
	N	9924	Sheehan			0637			
	F	7154	McKeynolds			0638		1530 ⁺	

FORM 3

STATION _____

DATE 24/3/44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
36	M	1989	Herchenbaker		0629		1527		
	L	7205	Snowden		0640		1527		
	J	1939	Baumgartner (sp)		0641		1054		SPARE
412	Q	1876	Wyatt (sp)		0642		1106		"
	V	8054	Galvia (sp)		0644		1058		"
			100 th Sp.						
334	A	2447	Wynick		0643		1511		
36	S	7334	Cobb		0646		0956		SPARE
35	R	1462	Scheller		0645		1521		

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

V-A-2

APO 559,
24 May, 1944.

SUBJECT: Engineering Report on Combat Mission 24 May, 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 24 May, 1944.

- a. Twenty-two (22) B-17 airplanes took-off. 42-31939, 42-97334, 42-31876 & 42-38054 returned as extra airplanes.
- b. Seventeen (17) B-17 airplanes returned to base after completing mission.
- c. 42-39924 is missing in action.

2. There were no abortive airplanes.

3. Battle damage is as follows:

- a. 42-107154 - Rt outer wing panel damaged by flak.
- b. 42-31920 - Major sheet metal damage.
- c. 42-31989 - Left outer wing panel damaged by flak.
- d. 42-97232 - Minor sheet metal damage.
- e. 42-37882 - Minor sheet metal damage.
- f. 42-97257 - Minor sheet metal damage.

CLARENCE D. FIELDS
Major, Air Corps
Base Engr. Officer

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 24-5-44

TIME

P.F.F
6/28

BACHDZEWSKI
81/28

BESSER
16/00

ROSSETTI
78/89

P.F.F.*
5/86

*P.F.F.
5/64 from

SHEENAM
99/24

LEMPERT
19/20

ROURKE
81/40

Hofsars
72/32

Lajdskop
78/82

McReynolds
71/54

PSOTA
15/89

GILBERT
69/93

RIGNIKAR
72/57

Snowden
72/05

HERCHENTHAY
19/89

WELLS
16/81

BOLLARD
70/68

100th Group

WYRICK
24/47

EXTRA

EXTRA A/C

SHELLER
1467

COBB
73/34

BAUMGARTNER
1939

SALVIA
80/54

WYATT
18/76

PORTIVE
SSING
ANGES
eed Spans