

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

APO 559.  
30 May 1944.

SUBJECT: Report of Operations Officer - Mission of 28 May 1944.

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

1. GENERAL NARRATIVE. The 95th Main Group, flying as lead Group; in the 13th B Combat Wing, took off from base at 0950-1004 hours and assembled over field at 2,000 feet by 1025 hours. Leader began climb to rendezvous altitude and made the first rendezvous point, at 1148, 2 minutes late, at 16,000 feet and 3 miles south of Clacton. The other two Groups in the Wing, the 388th, low group - and the 94th, high Group - were ahead of 95 A at the Wing rendezvous - so the 95th leader cut short his course and picked up the 388th Group before leaving the English coast. The 94th Group was still unsighted.

Shortly before leaving the English coast - a Group of B-24's crossed the 13 B Wings path and in order to avoid collision - the Wing leader made a sharp left turn and back on course - which caused a further loss of time. Therefore the Wing left the coast seven miles north of course, Great Yarmouth, and 3 minutes late at 1215 hours at an altitude of 16,000 feet.

Climb to 20,000 feet was begun. While crossing the channel, the 94th Group, which was still up ahead, decided to make a 180° turn in order to contact the 13th Wing, if possible. While making the turn, this Group lost sight of the Division and was forced to abandon the mission. Therefore only two Groups composed the 13th B Wing.

Enemy coast was crossed at 1254 hours, seven minutes late, but on course, at an altitude of 20,000 feet. Briefed course into I.P. was followed. Climb to bombing altitude was continuing. Visibility was good - no clouds along route. A fighter attack was experienced at the I.P. - 1409. But no losses occurred.

Bombing interval between Groups was taken at I.P. - run on target made, but due to smoke and haze obscuring target - the lead Bombardier withheld bombs and proceeded to secondary target instead. The 388th Group, however, bombed the primary, and fell in with the 45th Combat Wing, which was just ahead of 13B Wing.

The 95A Group bombed the secondary at 1430, altitude 24,000 feet, and then also attached itself to the 45th Wing - coming out with it in a five Group formation. Briefed course out was flown and 13 minutes regained - so that the enemy coast was recrossed at 1705, five minutes early, at 20,000 feet.

Final descent begun, English coast reached at 1726 and base at 1733. Landing for Group was effected at 1748-1806 hours.

2. AIRCRAFT NOT ATTACKING. Seventeen aircraft plus one PFF and three spares left base in formation as shown in attached Diagram A.

The three spares returned before becoming dispatched and the remaining 18 ships went over the target and receive credit for sorties. Of these 18 ships, a/c 7201 lost two engines shortly after I.P. and was forced to jettison bombs before the target. The other 17 a/c bombed secondary target.

Formation over target is shown in Diagram B.

3. LOST AIRCRAFT. None.

#### 95 "B" COMPOSITE SQUADRON

1. GENERAL NARRATIVE. The 95th B Composite Squadron of seven ships was scheduled to form the low squadron for the 100 "A" Composite Group - flying as low Group in 13 "A" Combat Wing. The 95th Squadron took off from base at 0940-0944 hours and assembled over base at 4,000 feet - then climbing as a Squadron to 6,000 feet and rendezvousing with the 100th Group over Splasher 6.

Briefed course to target was followed. Bombs were away at 1410 hours, 23,000 feet altitude.

Enemy coast out was crossed at 1649 hours and English coast reached at 1711.

Landing was effected at 1728-1733 hours.

2. AIRCRAFT NOT ATTACKING. Six aircraft, plus one spare left base in formation shown in attached Diagram A. The spare a/c, # 7068 filled in a vacancy in the high squadron of the Composite Group - thus, all seven aircraft went over target and bombed.

3. LOST AIRCRAFT. None.

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

SECRET

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Authority

MWO 745005

By MS NARA Date 3-09

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)  
APO 559

E-I-15

29 May 1944

AIRCRAFT NOT ATTACKING

95th Group Formation

Mission of 28 May 1944

- A. Number of A/C Scheduled..... 17 and 1 PFF
- B. Number of A/C Taking Off..... 17, 1 PFF and 3 Spares
- C. A/C Taking Off less unused spares..... 17 and 1 PFF.
- D. Number of A/C Attacking..... 16 and 1 PFF
- E. Number of A/C Not Attacking..... 1
- F. Number of Sorties..... 17 and 1 PFF.
- G. Detailed description of reasons why aircraft did not attack:

- 1. A/C 42-107201 Sortie. Failed to bomb after reaching target because of: (a) Lost number 2 and 3 engines shortly after I.P. and had to jettison bombs before target.

For the Commanding Officer:

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



STATION \_\_\_\_\_

DATE

21-5

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	Q	2066	<del>HAGENBAUGH</del> Baber		950		1756		
PF		561	MARTIN		1030				
335	S	7856	Sheller		951		1755		
"	J	7215	MCFEE		951		1758		
"	L	7889	Rossetti		955		1213	Bad Engine	
"	W	<del>8440</del>	RomancheK		953		1758		
412	B	7204	Hatheway		954		1804		
"	W	1695	Austin		955		1804		
"	Q	1876	Wells		955		1803		
"	K	1887	Bertram		950		1805		
"	O	7232	Hofsaes		956		1806		
"	X	1999	Kinney		956		1750		
334	K	8178	Boch'ski		957		1749		
"	J	7201	Johnson		958		1802		
311	P	1992	Madigan		959		1746		

STATION \_\_\_\_\_

DATE

28-5

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
334	A	2447	McEntee		1000		1757		
"	E	8123	Wyrick		1001		1749		
"	O	7050	Greenwald		1002		1752		
412*	T	7882	Smarch		1003		1300		
335*	O	1589	Craig		1003 <sup>†</sup>		1339		
334*	G	1924	Ulrich		1004		1757		
		Composite - 100 "A"							
336	Q	2505	Kirby		945 <sup>†</sup>		1728		
"	O	7194	Doherty		941		1729		
"	P	6993	Harvey		941		1727		
"	E	7120	Gilbert		942		1731		
"	L	7205	Snowden		942		1732		
"	U	1376	Baumgartner		944		1730		
"	H	7068	Bullard		944		1733		

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

28 May 1944

SUBJECT: S-2 Report 95th Group

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

1. Twenty A/C of the 95th group plus one PFF A/C took off beginning at 0950 hours to form the lead group of the 13B Combat Wing and attack Magdeburg, Germany. A/C 7889, 7882, and 1589 returned from  $52^{\circ}32'N-03^{\circ}28'E$  at 1239 hours - unused spares.

2. 30 - 40 ME109s and FW190 (mostly ME109s) were encountered at 1405 hours in vicinity of I.P. Friendly fighters engaged E/A behind the formation. E/A broke away made a half-hearted attack on the tail as they passed underneath and later came back to attack the nose singly and in pairs. These nose attacks were also not pressed and were spent on the group below.

3. Moderate, inaccurate, tracking flak experienced at Magdeburg. Accurate, tracking, meager flak experienced at Dessau and accurate, tracking, moderate flak experienced in the Dummer Lake area.

4. Strike photos show bombs hitting in a good pattern in the southern part of Dessau, Germany. Bursts cover the railroad line running south as well as the barracks area to the west and industrial area to the east.

5. Because of haze and smoke the lead bombardier did not pick up primary target until too late to synchronize properly. Rather than make a second run the command pilot elected to attack the secondary target, Dessau. The assigned secondary target was obscured by cloud so bombs were dropped on M/Y and industrial area. A/C 7201 was hit by flak over Magdeburg and lost two engines and jettisoned bombs at  $52^{\circ}11'N-11^{\circ}41'E$ . All other A/C attacked secondary target and all A/C returned to this base and landed by 1800 hours.

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



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

28 May 1944

SUBJECT: S-2 Report 95th Composite Group.

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

1. Seven A/C of the 95th Group took off, beginning at 0941 hours, to form the low squadron of the 100A group flying as the low group of the 13A Combat Wing, to attack Magdeburg, Germany. None of these A/C returned early.
2. Approximately 100 Me109s and Fw190s were encountered in the target area from I.P. to R.P. One group queued up on the left, and about 20 Me109s came in from 11 o'clock level. At the same time, 25 - 30 Me109's came in from 9 o'clock low, turning away at 300 yds. E/A attacking from 11 o'clock came through in line, and some pulled up to attack tail as the formation went away. A number of long nosed Fw190s attacked, coming in at 10 o'clock low. All attacks were aggressive, some e/a making as many as 3 passes.
3. At Madgeburg, inaccurate, tracking, moderate flak was encountered. Flak at Dessau was inaccurate, tracking, and meagre.
4. Bomb strike photos show that bombs hit in fields 5 miles SE of Magdeburg.
5. Fighter support was reported as good except in the target area. Weather was clear over most of route, with 4/10 cloud and heavy haze over the target, all A/C returned to base by 1830 hours.

JAMES R. STEPHENS,  
2nd Lt. Air Corps,  
Ass't. S-2 Officer.