

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

4 June 1944.

SUBJECT: Report of the Operations Officer, Mission of 4 June 1944.

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

1. GENERAL NARRATIVE. The 95th Group was scheduled to dispatch three 12-ship Groups, plus three spares, to form the 13th "B" Combat Wing. These three Groups, designated as "A", "B", and "C" Groups, will be treated as one unit in this narrative, since their routes and assembly corresponds.

95 "B" Group, high Group in the 13th "B" Wing, took off from base at 0925-0935 hours and assembled over the base (Buncher 23) at 22,000 feet.

95 "C" Group, low Group, took off at 0940-0951 and assembled over the base at 20,000 feet.

95 "A" Group, lead Group, took off at 0955-1005 hours and assembled over the base at 18,000 feet.

By 1100 hours, the three Groups had completed their individual assemblies and began the climb to bombing altitude, i.e. 24,000 feet for the lead Group. At 1145 hours the Groups joined Wing rendezvous over the base and proceeded to Splasher 7, arriving there at 1214 hours. The English coast was crossed at 1338 hours at an altitude of 23,800 feet for the lead Group.

The bombing run was made over the channel into enemy coast and the three Groups fanned out on target run in order to attain their intervals. Target and coast reached and bombed at 1254 hours. Bombs were dropped on the PFF in "A" and "C" Groups. After bombs were away, a right turn was made by "A" and "C" Groups which reformed Wing formation and returned to base, starting let-down immediately.

"B" Group made a second run on target and dropped visually, then made a right turn and returned to base, letting down enroute and trailing the "A" and "C" Groups.

The base was reached at 1342 and landing for the three Groups was effected at 1354-1430 hours.

2. AIRCRAFT NOT ATTACKING. Thirty-nine a/c, including 3 PFF and 3 spares, left base in formation. All thirty-nine aircraft attacked the primary target.

DECLASSIFIED

Authority

745005

By

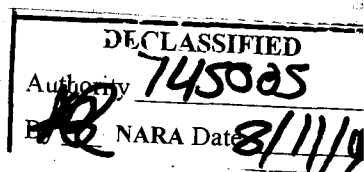
NARA Date

8/11/9

3. LOST AIRCRAFT. None.

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

SECRET



HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

W-I-15

4 June 1944

AIRCRAFT NOT ATTACKING

95th A Group Formation

Mission of 4 June 1944

- A. Number of A/C Scheduled..... 11, 1 PFF and 1 Spare
- B. Number of A/C Taking Off..... 11, 1 PFF and 1 Spare
- C. A/C Taking Off less unused spares..... 12 and 1 PFF
- D. Number of A/C Attacking..... 12 and 1 PFF
- E. Number of A/C Not Attacking..... 0
- F. Number of Sorties..... 12 and 1 PFF
- G. Detailed description of reasons why aircraft did not attack:

None

For the Commanding Officer:

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

SECRET

DECLASSIFIED

745025

Auth: 12

NARA Date: 8/1/19

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

95 A Group
DIAGRAM "A" ASSEMBLY

GROUP FORMATION FORM

DATE 4 June 1944

LEAD

PEP
6 97

LOW

WRIGHT
72 57

SMARSH
74 07

HOESAES
72 32

BESSER
71 20

HOUSER
15 14

HIGH

SCOTT
73 83

MCFEE
14 62

PSOTA
81 40

ROSSETTI
18 67

DOLLARD
70 68

HARVEY
69 93

SLUSSER
1939

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DECLASSIFIED

745005

Authority

NARA Date 8/11/99

95 B GROUP
DIAGRAM "A" ASSEMBLY

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

GROUP FORMATION FORM

DATE 4 JUNE 19 44

LEAD

PFF

GILLES
80 34

LAJESKIE
78 82

LOW

SASSER
78 58

BERTRAM
18 87

WYATT
18 76

MCCALL
19 39

SNOWDEN
72 05

HERSCHENHAHN
13 76

HIGH

KIRBY
25 05

DOHERTY
71 94

JACOBSON
14 10

SALVIA
7889

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DECLASSIFIED

745025

Authority

8/1/49

95 C GROUP

DIAGRAM "A" ASSEMBLY

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

GROUP FORMATION FORM

DATE 4 JUNE 1944

LEAD

PEP

MADIGAN
19 92

JOHNSON
72 01

LOW

DELUCA
72 15

MCENTEE
24 47

HIGH

BACHUZEWSKI
60 85

LEMPERT
78 94

PINAS
32 63

WYRICK
81 23

GREENWALD
70 50

GROSSHEIM
1600

ROMANCHEK
7879

KINNEY
1681

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

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 35

PERIOD: 0001 hours 4th June 1944 to 2400 hours 4th June 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>A/A</u>	<u>N/E</u>	<u>OT</u>	<u>Tb</u>
Heavy Bomber Attacks	25	1032	995	914	2559	0-0-0	0	0	1	0	1
Fighter Escort	21	776	737	0	0	A-1-0-0 G-0-0-0	1	1	1	0	3
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter Bombing	0	0	0	0	0	0-0-0	0	0	0	0	0
Photo Recon.	15	15	13	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	4	4	0	0	0-0-0	0	0	0	0	0
Special Operations	23	23	23	23	0	0-0-0	0	0	0	0	0
TOTALS	88	1850	1772	937	2559	A- 1-0-0 G-0-0-0	1	1	2	0	4

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1032 heavy bombers (646 B-17s and 386 B-24s) were dispatched in three operations against French targets. The first two operations were conducted in the early afternoon against tactical installations in the Pas de Calais area. The third operation was conducted in the late afternoon against an A/F and tactical targets in the Paris area and three A/Fs in central France. Fighter escort for these operations was provided by 13 VIII Fighter Command groups, eight of which flew double missions.

A total of 914 heavy bombers (585 B-17s and 329 B-24s) made the attack, dropping a total of 2528.0 tons G.P. and 31 tons L.B. on all of the assigned targets. Attacks were principally effected by means of PFF agencies in the first two operations and were all visual in the third operation. Flak was not a great deterrent to these operations and the only enemy air opposition came from ten Me-109s in the Melun area. No bombers were lost while three P-51s were lost, one to e/a, one to flak and one to mechanical failure. One B-24 suffered category "E" damage in an accident while assembling over England.

The majority of the a/c participating in the last operation encountered extremely adverse weather conditions upon returning to the U.K. and were forced to land away from base.

DECLASSIFIED
Authority 745005
NARA Date 8/11/94

S E C R E T

DECLASSIFIED

Authority

745005

By

NARA Date

8/11/9

First Afternoon Operation

257 bombers (201 B-17s and 56 B-24s) were dispatched against defense localities in the Pas de Calais area. 234 bombers made the attack dropping a total of 667 tons G.P. on seven targets from 22,000 to 25,000 feet between 1239 and 1304 hours. 2096 x 500 G.P. (524 tons) were dropped by B-17s and 571 x 500 G.P. (143 tons) were dropped by B-24s. PFF methods were used on most of the attacks and results were generally unobserved. Flak was meager to nil and accounted for minor battle damage to 10 B-17s. One B-24 was lost to accident over U.K. - category "E". Escort was provided by four groups of VIII Fighter Command without loss.

Second Afternoon Operation

314 heavy bombers (246 B-17s and 68 B-24s) were dispatched to attack gun position and defense localities in the Pas de Calais area. 275 a/c made the attack dropping 804.5 tons G.P. on eight targets from 20,000 to 26,000 feet between 1422 and 1502 hours. 2558 x 500 G.P. - 639.5 tons - were dropped by B-17s, and 660 x 500 G.P. - 165 tons - were dropped by B-24s. Break in clouds over targets permitted most groups to bomb visually with results varying from unobserved to good. Meager to moderate accurate flak over target accounted for minor battle damage to 12 B-17s and 5 B-24s, and minor damage to 1 B-24. Four groups of VIII Fighter Command provided escort with loss of 2 P-51s. There were no bomber losses.

Third - Late Afternoon Operation 264 B-17s and 185 B-24s were dispatched to attack an A/F and tactical targets in the Paris area and three A/Fs in central France. An additional 12 B-24s were dispatched to attack railway bridges in the Paris area using a special bombing technique. Escort was provided by 13 fighter groups of VIII Fighter Command. All assigned targets were attacked by visual methods. Following are details of the attacks:

48 B-17s dropped 552 x 500 G.P. - 138 tons on a railroad target at Massy Palisseau at 2019 hours from 21,000 feet with good results.

48 B-17s dropped 288 x 1000 G.P. - 144 tons on a second railroad target at Massy Palisseau between 2017 and 2021 hours from 20,500 to 21,500 feet with fair results.

23 B-24s dropped 471 x 120 fragmentation clusters - 28 tons - on Bourges A/F at 2013 hours from 15,000 feet with good results.

72 B-24s dropped 156 x 1000 G.P., 264 x 500 G.P., and 1196 x 120 fragmentation clusters - 216 tons on Romorantin A/F between 1951 to 1959 hours from 14,200 to 17,400 feet with very good results.

56 B-24s dropped 417 x 500 G.P. and 820 x 120 fragmentation clusters - 153 tons on Avord A/F between 2006 and 2008 hours from 18,000 feet with excellent results.

55 B-24s dropped 276 x 500 G.P. and 834 x 120 fragmentation cluster - 119 tons - and 624 x 100 I.B. - 31 tons - on Bretigny A/F between 2015 and 2018 hours from 22,000 to 23,000 feet with fair to good results.

50 B-17s dropped 600 x 500 G.P. - 150 tons - on a railroad target at Versailles between 2020 and 2026 hours from 23,000 to 25,000 feet with good to excellent results.

34 B-17s dropped 94 x 1000 G.P. and 202 x 500 G.P. - 98 tons on a bridge near Villeneuve St. Georges from 2026 to 2042 hours from 24,000 to 25,000 feet with poor to fair results.

8 B-24s dropped 10 x 1000 G.P. - 5 tons - on two railroad bridges at Meulan between 1956 to 2019 hours from 16,000 feet with poor results on one and fair on the other.

- 2 -

S E C R E T

S E C R E T

DECLASSIFIED
Authority 745005
NARA Date 8/11/9

Flak was moderate and accurate over targets in the Melun area and wise virtually nil. The only enemy air opposition of the day also occurred in the Melun area where a force of ten Me-109s were encountered attempting to attack three straggling B-24s. Escorting P-51s dispersed this force, losing one in resulting engagements for 1-0-0. No bombers were lost but 11 B-24s suffered minor battle damage.

The majority of the bombers on this operation were forced to land away from base due to adverse weather on return to England. For this reason all reports were not available and statistics are thus inconclusive and photographic assessment is not quite complete.

2. Fighter Escort

Escort to the three afternoon bomber operations was provided by 13 fighter groups, all of VIII Fighter Command. Eight groups flew double sorties, participating in both the early operations against targets in the Pas de Calais area and the late operation against targets deeper in France. A total of 736 fighters participated, (471 P-51s and 265 P-47s). The first and second operation were completely uneventful with no e/a seen.

One group of P-51s escorting B-24s attacking railroad targets at Melun encountered the only enemy air opposition of the day. Ten Me-109s were engaged with claims of 1-0-0 for loss of one P-51. A total of three P-51s were lost, one to e/a, one to flak and one to mechanical failure.

On the first operation against targets in the Pas de Calais area, four groups provided fighter escort, three patrolling uneventfully in their respective assigned areas and one completing its mission under Type 16 control without incident. 130 P-47s and 42 P-51s participated. There were no losses.

Escort for the second operation against targets in the Pas de Calais area was provided by 153 P-51s. Three groups patrolled assigned areas meeting no e/a opposition and one group operated under Type 16 control. One P-51 was lost to flak and another P-51 was lost to materiel failure.

412 fighters (277 P-51s and 135 P-47s) from 13 groups provided escort for the late afternoon operation. Missions were uneventful except for the engagement of ten Me-109s in the Melun area just as they were about to attack B-24s. One P-51 was lost and claims were made of 1-0-0. A P-47 was also seriously damaged from a crash-landing near its base as a result of engine failure.

3. Fighter Sweeps

Nil.

4. Fighter-Bomber Attacks

Nil.

5. Photo Reconnaissance

Fifteen F-5s were dispatched on mapping assignments. One a/c also took photos of Conches A/F. Mapping was carried on in the Bordeaux, Limoges, Verdun, Metz, Commercy-Neuf Chateau, Le Creusot, Nevers-Beziars, Chalon-Belfort, and Lyons-Besancon areas. Two a/c failed to obtain pictures one due to mechanical failure; and another due to camera failure; and one aircraft landed in Sardinia with results unknown. Nine aircraft obtained photos of other targets in addition to their mapping. No flak or enemy interception was encountered.

6. Weather Reconnaissance.

2 B-17s and 2 Mosquitoes were dispatched on weather reconnaissance. One B-17 did weather reconnaissance over England, the other over the sea to the south and west of England. One Mosquito went to Paris and the other went to the Schelde Delta to obtain weather information. No flak or interceptors were encountered.

7. Special Operations

23 a/c carried out special operations.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no enemy air opposition to all three operations other than ten Me-109s which were met in the Melun area by an escorting group of P-51s. Three of the e/a were about to attack three trailing B-24s at 23,000 feet, but P-51s dispersed these a/c, losing one for a claim of 1-0-0.

2. Flak

Flak was generally meager to moderate inaccurate and was not a deterrent to any of the three operations. In the third operation one a/c on the Melun target was prevented from bombing by moderate accurate flak.

3. Observations

Maze of anti-tank barriers and concrete works which seemed pitted in middle about 600 yards from shore at Pointe Haut Blanc.

A/F located at 5020N-0135E. No hangars nor a/c are seen.

Four flak boats observed just off Boulogne.

Pill box or gun emplacement noted on the coast observed at 5047N-0137E.

Concentration of barges noted on the Oise River in the vicinity of Noyon.

Continuous explosions resembling ammunition dumps going up seen in the vicinity of La Sarte/Milon.

M/Y at Mezidon, 15 miles southeast of Caen, observed to be very active.

12 flak towers and dummy a/c observed on small lake at 4835N-0015W.

Nine s/c e/a on large A/F at 4843N-0122E, south of Dreux.

One blue s/c e/a on Bourges A/F.

Smoke screen at Meux.

Smoke screens in wooded area at 4856N-0033W.

Semi-circular trench and new type fortifications at 4900N-0400E.

Large excavation 3 miles east of Bretteville at 4903N-0018W.

M/Y at Vierzonville very full.

Area east of Caen seen to be flooded.

S E C R E T

DECLASSIFIED
Authority 745025
NARA Date 8/11/94

4. Damage to Enemy Installations

Le Touquet Defended Locality - Fair to Good results.

A concentration of bombs fell in the headquarters area. The main headquarters building received a direct hit, and a medium-sized building also received a direct hit. There is probably severe damage from blast.

Hardelet Medium Coastal Battery - Fair to Good results.

Concentration of bombs fell on the eastern portion of the target area extending into target 4/J/276. No direct hits are seen on the assigned battery but one direct hit fell on 4/J/276 and there are also many hits on houses in the village.

Hardelet Defended Locality - Poor results.

One concentration of bombs fell 6,750 feet southwest of target in the channel.

Ambleteuse Field Battery - Poor results

One concentration fell one and a half miles east of the target in open field. One concentration fell 4,500 feet north of target, at least two hits on road junction.

M/Y near Versailles - Good results to Excellent results.

Bombs from two groups fell in a tight pattern in the target area. There were about five hits on the east choke-point. Bombs of one group fell west of the yard on the rail line.

Bridge near Villeneuve/St. George M/Y - Poor results

A few bombs fell on the rail line and one small concentration fell on a junction between lines from the M/Y to Le Bourget. The bridge was not hit.

Bretigny A/F - Fair to good results

Available photo cover shows bursts on an area occupied by eight hangars, with several probable hits on these. Fragmentation bombs fell across the A/F, the east dispersal area, and the area of an ammunition dump.

S E C R E T