

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

APC 559.
8 June 1944.

SUBJECT: Report of Operations Officer, Mission of 6 June 1944. 10/J/80.

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

95th "A" Group

1. GENERAL NARRATIVE: The 95th "A" Group took off at 0325 - 0344 to form the lead group of the 13th Combat Wing. Assembly was made over the Mendelsham Buncher at 15,000' at 0520. Course was then flown to Buncher # 13 which was crossed at 16,000' at 0558. The route to Beachy Head was flown as briefed with Beachy Head crossed four miles to the east at 16,000' at 0625.

Landfall was made on the enemy coast at the target at 16,000' at 49°17' - 00°17'W at 0654g. Bombs were away at this time with the Group in formation for P.F.F. bombing. Mickey operator had a run of twenty miles on the target. Ten-tenths of lower clouds existed at the target. The route out was flown slightly south of course and the enemy coast departed at Granville at 0725 hours.

The briefed course was then followed to the English coast and landfall made at Portland Bill at 7,500' at 0830. A direct course from Portland Bill was flown to the base with the 95th "A" Group landing at 0951 - 1000 hours. Three aircraft landed enroute to refuel, however they returned to base after refueling.

2. AIRCRAFT NOT ATTACKING: Eighteen aircraft including two P.F.F. assembled in the formation shown in Diagram "A".

Eighteen aircraft including two P.F.F. bombed the primary target in the formation shown in Diagram "B" and are credited with sorties.

3. LOST AIRCRAFT: None.

95th "B" Group

1. GENERAL NARRATIVE: The 95th "B" Group took off at 0346 - 0409 to form the second Group of the 13th Combat Wing

and to follow the 95th "A" Group at a two minute interval. Assembly was made over the Mendlesham Buncher at 13,000' at 0530. Mendlesham Buncher was crossed at 0555 on a heading to Buncher # 13. A climb to bombing altitude (15,000') was started after leaving Mendlesham and was obtained before the English coast was crossed on route out at 50°40' @ 00°15' E at 0631.

Bombs were away upon landfall at French coast at 15,000' at 0701. Due to ten-tenths undercast the squadrons were in normal Group formation and bombs were dropped on P.F.F. Mickey operator had a good run and all bombs were away on time.

The route back from this point was flown slightly south of briefed course with the French coast being re-crossed at 48°58' - 01°34' W at 15,200' at 0735. Descent to base altitude was started at 48°58' - 02°33' E at 0755. The English coast was crossed at Portland Bill at 10,000' at 0855 and a direct route flown from this point to the base. 95th "B" Group landed at 1013 - 1021. One aircraft landed enroute to refuel, however it returned to the base after refueling.

2. AIRCRAFT NOT ATTACKING: Nineteen aircraft including one P.F.F. assembled in the formation shown in Diagram "A".

Nineteen aircraft including one P.F.F. bombed the target in the formation shown in Diagram "B" and are credited with sorties.

3. LOST AIRCRAFT: None.

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

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Authority 745005
By [Signature] NARA Date 8/11/9

HEADQUARTERS 95TH BOMBARDMENT GROUP
APO 559

E-I-15

6 June 1944

AIRCRAFT NOT ATTACKING

95th A Group Formation

Night Mission of 6 June 1944

- A. Number of A/C Scheduled..... 16 and 2 PFF
- B. Number of A/C Taking Off..... 16 and 2 PFF
- 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:

None

For the Commanding Officer:

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

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Authority

745025

ER NARA Date

8/11/0

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

6 June 1944

AIRCRAFT NOT ATTACKING

95th B Group Formation

Night Mission of 6 June 1944

| | |
|---|-----------------------|
| A. Number of A/C Scheduled..... | 17, 1 PTF and 1 Spare |
| B. Number of A/C Taking Off..... | 17, 1 PTF and 1 Spare |
| C. A/C Taking Off less unused spares..... | 18 and 1 PTF |
| D. Number of A/C Attacking..... | 18 and 1 PTF |
| E. Number of A/C Not Attacking..... | 0 |
| F. Number of Sorties..... | 18 and 1 PTF |
| G. Detailed description of reasons why aircraft did not attack: | |

None

For the Commanding Officers:

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

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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 6 JUNE 1944

LEAD

PFF

53 4

YORD

71 54

PFF

6 59

LOW

HAGENBAUGH

24 55

MCFEE

18 67

HIGH

ENGLE

26 78

BESSER

78 89

CRAIG

15 89

GROSSHEIM

19 92

WYRICK

81 23

SNOWDEN

72 05

PINAS

72 01

WRIGHT

70 47

MCENTEE

24 47

ROMANCHEK

78 78

ROSSETTI

15 14

MILLER

72 64

GREENWALD

70 50

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

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

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745005

Authority

NARA Date

8/11/10

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FORM 3

DATE

Minnin 11

| | SHIP | PILOT | TARGET | TIME OFF | | LANDING | | REMARKS |
|-----|------|-----------|---------|----------|-----|---------|-----|----------------------|
| | | | | EST | ACT | EST | ACT | |
| 11 | 1514 | Boarths | | 332 | | 0954 | | |
| U | 7879 | Romanelli | | 337 | | 1208 | | stop question no gas |
| 34 | K | 8178 | Temper | | | | | |
| | | | | | | | | |
| | 9513 | | | | | | | |
| D | 586 | Prinbank | | 402 | | 1019 | | |
| 36 | G | 1410 | pacelam | 403 | | 1020 | | . |
| ⊙ | 7194 | Robert | | 405 | | 1018 | | |
| 412 | Y | 7858 | Garrett | 406 | | 1023 | | |
| | G | 1681 | Wells | 407 | | 1151 | | multitempted |
| | O | 7234 | Hopson | 409 | | 1022 | | |
| 36 | K | 2450 | Wickham | 346 | | 1028 | | |
| | P | 6993 | Stamm | 347 | | 1028 | | |
| | H | 7068 | Shank | 348 | | 1027 | | |
| | J | 1929 | McCally | 349 | | 1031 | | |
| | U | 1376 | Stewart | 350 | | 1031 | | |

JH

Mission #1

DATE June 6, 1944

FORM 3

STATION

| LET | SHIP | PILOT | TARGET | TIME OFF | | LANDING | | REMARKS |
|-----|--------|-------------|--------|----------|-----|---------|-----|---------|
| | | | | EST | ACT | EST | ACT | |
| 36 | E 7120 | Kaunpantun | | 357 | | 1009 | | |
| 412 | B 7204 | Hotchkiss | | 354 | | 1013 | | |
| | H 7797 | Tajiki | | 355 | | 1014 | | |
| | K-1897 | Kotman | | 356 | | 1018 | | |
| | W 1675 | Kimikun | | 356 | | 1016 | | |
| | Q 1896 | Smater | | 378 | | 1017 | | |
| | C 8140 | Galvian | | 358 | | 1015 | | |
| 35 | R 1462 | General Exp | | 404 | | 1024 | | |

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

DECLASSIFIED
Authority 745025
NARA Date 8/11/9

INTOPS SUMMARY 37

PERIOD: 0001 hours 6th June 1944 to 2400 hours 6th June 1944.

A. STATISTICS

| | <u>Missions</u> | <u>Disp.</u> | <u>Sorties</u> | <u>Atkg.</u> | <u>Tonnage</u> | <u>Claims</u> | <u>Losses</u> | | | | <u>Totals</u> |
|----------------------|-----------------|--------------|----------------|--------------|----------------|--------------------|---------------|------------|------------|-----------|---------------|
| | | | | | | | <u>E/A</u> | <u>A/A</u> | <u>M/E</u> | <u>OT</u> | |
| Heavy Bomber Attacks | 81 | 2627 | 2362 | 1622 | 4841.7 | 0-0-0 | 0 | 1 | 4 | 1 | 6 |
| Fighter Escort | 73 | 1454 | 1347 | | | A26-0-8 G 4-0-9 | 0 | 0 | 0 | 26++ | 26 |
| Fighter Sweeps | | | | | | | | | | | |
| Fighter-Bombing | 34 | 476 | 466 | 400 | + | | | | | | |
| Photo Recon. | 38 | 38 | 35 | 0 | 0 | 0-0-0 | 0 | 1 | 0 | 0 | 1 |
| Weather Recon. | 4 | 4 | 4 | 0 | 0 | 0-0-0 | 0 | 0 | 0 | 0 | 0 |
| Special Operations | 18 | 18 | 18 | 0 | 0 | 0-0-0 | 0 | 0 | 0 | 0 | 0 |
| | <u>248</u> | <u>4617</u> | <u>4232</u> | <u>2022</u> | <u>4841.7</u> | <u>30-0-17</u> | <u>0</u> | <u>2</u> | <u>4</u> | <u>27</u> | <u>33</u> |

+ Not Available.

++ Breakdown not available.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

Supporting landing operations between Le Havre and Cherbourg, heavy bombers of the Eighth Air Force flew 2362 sorties in four attacks on targets near the beach-head area. At the same time, 1813 sorties were flown by VIII Fighter Command groups in patrols over northern France and fighter-bomber missions against tactical targets. In the early morning a force of 1077 heavy bombers attacked targets in the area of the landing beaches. Two missions flown later in the morning and in the early afternoon were hindered by heavy undercast over targets, and some groups were forced to return with their bombs while others bombed on navigational equipment. In the early evening a heavy force from all three bombardment divisions attacked tactical targets in the coastal area. Bombers met no air opposition during the day, while fighters reported no large engagements, attributing the largest percentage of the 26 fighters lost to flak. Five B-24s were lost and one crashed in England. One bomber crew was rescued from the Channel. Bombers make no claims while fighters claim 26-0-8 for combats and 4-0-9 for strafing attacks.

1st Mission - Assault Beaches

In the first mission of the day, 822 B-17s and 543 B-24s - a total of 1365 heavy bombers from three bomb divisions, were dispatched between 0155 and 0529 hours to attack coastal targets in the area of the invasion beaches between Le Havre and Cherbourg. Target areas were reached without incident, and there were no opposing enemy fighters. All bombing was done on navigational instruments,

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through heavy undercast. 659 B-17s and 418 B-24s dropped 2851 to 245 tons of fragmentation bombs - a total of 3096 tons - on target head area, including the the town of Caen, between 0600 and 0820 hours from 19,000 to 20,000 feet. No results were observed. One B-24 was lost to flak over the enemy coast and one to accident. One of these a/c ditched in the Chameland nine crew members were rescued. In addition, one B-24 crashed in England and was classified as salvage. Fighter support for this operation was furnished by groups flying patrols over northern France.

2nd Mission - (T/O Attacked)

On the second mission, 396 B-24s and 84 B-17s were dispatched between 0440 and 0753 hours to attack targets inland from the beach-head area. 10/10 undercast prevailed over this region and it was impossible to attack assigned targets. 37 B-24s attacked Argentan, an opportunity target, dropping 109 tons of G.P. with unobserved results. All other aircraft returned with their bombs. Two B-24s were lost in this mission to collision.

3rd Mission - Caen

73 B-24s were dispatched against Caen. Bombing on navigational instruments 58 B-24s dropped 157 tons of 500 G.P. on two targets in Caen, with unobserved results, at 1328-1329 hours from 19,000 to 20,000 feet. There was no air opposition and flak was not serious. There were no losses or casualties.

4th Mission - Tactical Targets, Beach-Head Area

In the fourth mission of the day 300 B-24s and 409 B-17s were dispatched against twenty tactical targets. Visual bombing was possible in many cases and 19 targets were attacked, 325 B-17s and 125 B-24s dropping 1479 tons of G.P. at 1951-2033 hours from 14,000 to 20,000 feet. In addition to assigned primaries three targets of opportunity were attacked. Results were good on seven targets, fair to good on one, fair on one, fair to poor on one, poor on five, and unobserved on the remainder, which were bombed with the aid of instruments. There was no air opposition to bombers on this mission and flak was not a serious deterrent. One B-24 was lost to unknown causes.

2. Fighter Escort

See below

3. Fighter Sweeps

Bombers were supported on all missions by fighters flying area patrols and sweeps over a wide region of northern France. A total of 287 P-47s, 505 P-51s and 555 P-38s participated in patrols and sweeps between dawn and dusk. Missions were for the most part uneventful, with isolated sightings of enemy reconnaissance a/c or no sightings at all the rule. Fighter groups on morning missions reported no engagements. In the late afternoon, one flight of VIII Fighter Command fighters was bounced by 15 s/e e/a, which destroyed four of our a/c. In the only other sighting of importance, about 20 JU 88s were sighted near the beach-head area, and in the ensuing attack 15 were destroyed and six damaged. Total fighter claims are 26-0-8 for air combats and 4-0-9 for ground strafing. In addition, fighters claim about 30 military vehicles, numerous railway cars, about 40 locomotives and numerous other ground targets destroyed or damaged. Total losses are 22 P-51s and 4 P-47s.

4. Fighter-Bombers

182 P-47s and 218 P-51s participated in fighter-bomber attacks against targets in northern France. They were escorted on these missions by 49 P-47s and 17 P-51s. Among targets bombed were marshalling yards, motor convoys, rail-car concentrations, and bridges. Seven bridges behind the beach-head are claimed damaged. Detailed reports on tonnages and results have not been received.

5. Weather Reconnaissance

2 B-17s completed routine weather flights.
2 Mosquitoes completed special weather flights over northern France.

6. Photo Reconnaissance

38 a/c - 30 F-5s, 6 Spitfires and 2 Mosquitoes were dispatched. Nine a/c got no photographs - 4 due to cloud, one a/c dropped tanks which would not feed, three cancelled due to weather, one radio W/s, one pilot not yet returned. 2 Mosquitoes took photographs and moving pictures of landings on beach head area.

Other a/c photographed railway activities in Belgium, northern and central France and the beach-head area.

One F-5 was lost due to flak at Chateaudun.

7. Special Operations

6 B-17s dropped leaflets over France on the morning of June 6.
12 B-17s carried out special operations.

C. INTELLIGENCE1. Enemy Air Opposition

Bomber crews reported no enemy air opposition, and reported only one sighting of a/c - 12 Me-109s. Fighters had no engagements on morning missions. In the late afternoon, one flight of VIII Fighter Command fighters was attacked by 15 s/c a/a, which destroyed four of our a/c. About 20 JU 88s were sighted near the beachhead area, 15 of which were destroyed and 6 damaged. Fighters claims totalled 26-0-8 for air combats and 4-0-9 for ground strafing.

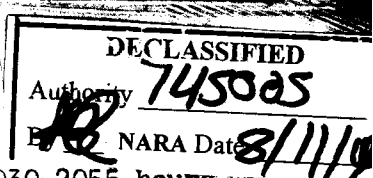
2. Flak

Flak was generally meager to moderate, although intense, light, accurate fire was encountered by fighters over Caen, and bomber crews reported a heavy concentration of AA guns in the same area. One B-24 was lost to flak, and a large percentage of fighters losses were probably attributable to flak.

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3. OBSERVATIONS

Oil tank east of Bernay - VQ 8078 - 1305 hours.
Tanks seen on road 10 miles east of Rouen at 1635 hours.
Eight t/e 3/a seen on A/F ten miles southwest of Paris at 1530 hours.
RR tracks and Dunkirk harbor crowded with goods trains at H-2485 at 1345 hours.
Twelve barges in canal at DelaBasse at H-4526 seen heading east at 1225 hours. A/Fs, at St. Leger and Granellieres, were empty.
No activity at Rosierres-En-Santerre A/F, Roye-Amy and Montdidier A/Fs.
25 to 50 armored vehicles seen heading from Q-7843 to U-2718 at 1302 hours.
Eight JU-88s on A/F at R-8935 and ten 8-wheel trucks on highway just out of Rouen at M-0100.
Five naval vessels observed with narrow beam off Vale (Guernsey). Same vicinity-barracks building. Five ships in harbor West of Alderney-may be same ships.
Two Destroyers zig-zagging headed 110 deg. at 4929-0320E at 1448 hours heading for Guernsey.
A poorly camouflaged, RR siding, 35 to 50 miles in length, under construction at edge of forest 20 miles SW of Droux.
Heavy traffic going in both directions on road running NW from R-9458 at approximately 1645 hours.
Underground truck depot at 4900N-0130W observed at 1407 hours.
15 plus vehicles parked at R-3075 -- looked like American Ducks.
A lot of barges were tied up on the river at R-4278. Could not tell if these were loaded.
Camouflaged car park at R-3391.
A/F at Dirghigny had craters on pyramided track, but runways were in good shape.
6 to 8 barrage balloons at Fecamp at 100 feet at 1745 hours.
2 flooded areas - one 15 miles east of Caen is 8 miles in diameter. The second at St. Nere Eglise is of the same size. 1800-1930 hours.
Two truck convoys sighted between 1225 and 1230, one, two to three in length on road a few miles southwest of Bernay, headed southwest.
One truck convoy of approximately 50 vehicles headed west at 10 to 15 miles west of Lisieux.
Convoy of 12 to 15 vehicles at Y 8222 headed south at 1145 going into Mayenne.
Convoy of 20 trucks and vehicles headed southwest sighted at V17276 which when they sighted planes ran off roads into woods.
Three passenger trains stationary at 1220 hours at UR373.
A 15 car military train stationary 20 miles northeast of Rouen.
Cluster of barrage balloons 15-20 miles southwest of Caen at 20,000 feet at 0645 hours.
Large spread out truck convoy at 0800 travelling north between T2818 and T4039.
Many barges standing still in canal between H6543 and H7553 at 0930 hours.
Large concentration of R.R. rolling stock from Paris to Orleans.
In wooded area, L9019, a large encampment of tents, trucks, tanks, etc., observed from 2,000 feet at 2045 hours.
Balloon barrage area, Q4045, running north and south along coast, with balloons at 600 feet. Observed from 4,000 feet at 2100 hours.
Six medium tanks seen at 2115 hours from 3,000 feet, north of road between L4153 and L4141.
Two troop trains of about 20 cars each observed at 5312N-0548E, Leuwarden at 2115 hours from 1500 feet. Trains stationary.

3. OBSERVATIONS (contd.)

Approximately 200 goods wagons on sidings at VW7175 - at 2030-2055 hours, large number of them destroyed or damaged by fighters.
 At 2055 hours 15 JU-87s seen at VW 3390.
 30 plus box and tank cars at M/Y V 7848 - 2030 hours.
 Small army camp at 5566 from 10,000 feet at 2020.

4. Damage to Enemy Installations

Bombing on first three missions of June 6th was done through 10/10 undercast and results were unobserved.

Due to late landing hours no detailed assessment of results on last mission is yet available.

5. Ground and Naval Informations

Ground Operations: Allied airborne troops landed on northern coast of France in the early hours of this morning according to plan.

Their operations were followed by seaborne landings by Allied forces astride the estuary of the VIRE RIVER and as far as the mouth of the ORNE RIVER.

Naval Operations (Up to 1400 hours): Landings were generally satisfactory with opposition from coastal batteries less than expected. Follow-up and build-up convoys moving according to plan.

Enemy naval light forces from Le Havre attempted to oppose our landing but were driven off with the loss of one trawler sunk, and one damaged. Seven lines of mines are so far reported in the assault area. Casualties of our own forces - 1 destroyer to gun fire, 1 destroyer, probably to a torpedo (this destroyer is believed to be in tow back to England) -- 1 destroyer, mined but afloat, 1 LST, mined off HASTINGS, and a few LCT which returned to England due to the weather. Two minesweepers are also believed to be either sunk or damaged. No further details.

6. G.A.F. Activity over Great Britain - Night 6/7 June 1944.

None

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Additional Briefing Information

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745005

BR NARA Date 8/11/9

Objectives for heavy bombers during the early phase of the invasion are to knock out enemy strongpoints, coastal batteries, military headquarters and choke points on military roads. In addition, it is hoped that the bombing of strongpoints and coastal batteries will force enemy gunners to keep their heads down and will immobilize them just before and during the actual landings.

Targets are small, close together in many places, and they will be difficult to find. Many are close to the beaches and they must be pinpointed exactly if they are to be hit. As there will be no second runs on those targets they must be identified on the first pass.

Ground troops are counting on us to knock out these targets. We must not fail them.

There will be all types of friendly A/C in the area. Fighter-bombers may be attacking our targets at the same time we are. Medium bombers (B-26s and A-20s) will be bombing on our right and may be seen withdrawing along our route. ^{withdrawal}

Naval shelling may be taking place on our targets at the time of our attack. This may make target identification more difficult.

It is especially emphasized that bombs dropping short of the target may fall on landing craft or friendly troops.

Crews will see many ships, boats and landing craft along the route. On D-day all surface vessels are to be considered friendly and are not to be bombed under any circumstances.

Crews forced to leave their formation south of the English coast must not turn back against the main flow of air-traffic on D-day. Only A/C flying along the scheduled route will be considered friendly by naval gunners.

References in the field order to "Restricted Waters," "Limited Waters," etc. refer to the large colored posters concerning instructions to AA gunners which have been distributed to groups.

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General Description of Targets

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Coast and beach defenses along the enemy coast consist of a number of well emplaced coastal and field batteries sited to cover both sea approaches and beach areas, and a line of concreted infantry strong points along the coast to provide interlocking fire over beaches and exits. Batteries are generally located well inland behind beach areas and on coastal headlands. Strong points are spaced along the coast, thickly in areas where landing might be made, and more widely scattered along rocky or steeply sloping coast line.

STRONG POINTS are permanent positions with heavy concrete construction for defense and are usually buried for further protection. A typical strong point consists of a group of pill boxes, open weapon pits and underground shelters, usually protected by wire, mines and anti-tank ditches. Pill boxes and shelters are usually of reinforced concrete and minimum thickness of three feet. Shelters are usually completely buried and pill boxes nearly so. A net work of trenches connects these structures.

COAST BATTERIES consist of three to six guns, generally mounted in open concrete emplacements. The observation post is in a concrete building near the guns. Close to each gun are underground concrete shelters for gun-crews and ammunition. Light batteries have 3" or 4" guns with ranges from 10,000 to 19,000 yards. Medium batteries have 4.5" to 7" guns with ranges from 15,000 to 26,000 yards. Heavy batteries with guns of 8" to 16" calibre are found only at ports on the Channel coast. Their guns are generally mounted in steel turrets and occasionally have overhead concrete protection. Ranges are from 25,000 to 45,000 yards. In most types of battery, strength is 100-150 men.

For descriptions of defended localities, defended posts, field batteries, medium Howitzer batteries and heavy AA batteries, see the description in the Tactical Target book which is the first page under section "J".

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By

NARA Date

8/11/9

The importance of Headquarters of various enemy infantry or Panzer

cannot be over-estimated. If they can be knocked out, the efficiency of

such units will be greatly lessened.