

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

APO 559.  
19 July 1944.

SUBJECT: Operations Officer's Narrative for the Mission of  
17 July 1944.

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

95A GROUP

1. GENERAL NARRATIVE: The 95A Group flying as lead group of the 13B Combat Wing tookoff at 0700-0710 hours and by 0825 had formed over the base at 15,000 feet. The control points over England were made on time, and Orfordness was reached at 0906. The high group of the wing was not in formation at this time so a 360° turn was made to enable them to join the wing formation. The English coast was departed at 0915, ten minutes late, at an altitude of 16,000 feet. The high and low groups were in fairly good formation at this time.

The climb to bombing altitude was started at 0915. The enemy coast was crossed on course at 0930 at an altitude of 20,000 feet. The briefed course was followed to the I.P. At the I.P. the turn was made slightly north of the briefed point. Bombs were away at 1052 hours. After bombs away two 360° turns were made to enable the high group, who had had trouble releasing their bombs, to rejoin wing formation.

The briefed course was followed on the return route the enemy coast being crossed at 1210. A let down was started at this point. The English coast was crossed at 1225 and the group was over the base at 1315. The landing was made at 1325-1335 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen (13) aircraft including one PFF and one spare left the base in the formation shown in attached diagram "1A". Aircraft #7882 returned as an unused spare and is not credited with a sortie. Aircraft #1462 turned back at 0958 hours, due to an engine being damaged by flak, and is credited with a sortie.

Of the 11 aircraft over the target all bombed the primary and are credited with sorties. The formation over the target is shown in attached diagram "2A".

3. LOST AIRCRAFT: None.

95B GROUP

1. GENERAL NARRATIVE: The 95B Group forming the high

group of the 13B Combat Wing, tookoff at 0645-0655 hours and assembled over the base at 17,000 feet. The wing rendezvous was not made as planned due to erroneous instruction being received about a change in control points. This error was discovered and corrected and the departure point at the English coast was reached ten minutes late. Contact with the lead group of the wing was made at this point and course was set for the target.

For the remainder of this narrative reference is made to the above report of the 95A Group. However, the following point is to be noted:

(a) At the I.P. the peel off was made and on the bombing run it was noted that the group was flying a collision course with the lead group of the wing. A 360° turn was made and on the second run the bombs of the lead ship did not release. The deputy leader was notified but before he could assume the lead one bomb from the lead ship dropped and the rest of the group released their bombs. All bombs hit in a patch of woods approximately five miles from the MPI.

After bombs away the wing was reformed and briefed course was followed on the route out.

The 95B Group landed at 1315-1325 hours.

2. AIRCRAFT NOT ATTACKING: Thirteen (13) aircraft left the base in the formation shown in attached diagram "1B". Aircraft #2951 did not release one bomb. The remaining aircraft dropped their bombs and all are credited with sorties. The formation over the target is shown in attached diagram "2B".

3. LOST AIRCRAFT: None.

#### 95C GROUP

1. GENERAL NARRATIVE: The 95C Group, forming the low group of the 13B Combat Wing took off at 0715 and assembled over the base at 13,000 feet. The 95A Group, flying as lead group of the wing, was joined in the vicinity of the base and the mission was flown in company with them. Reference is made to the General Narrative of the 95A Group for the remainder of this report.

2. AIRCRAFT NOT ATTACKING: Thirteen (13) aircraft left the base in the formation shown in attached diagram "1C". All bombed the primary and are credited with sorties. The formation over the target is shown in attached diagram "2C".

3. LOST AIRCRAFT: None.

LARRY L. KERR,  
Major, Air Corps,  
Actg. Opns. Officer.

95th "A" Group  
Over Target  
Diagram "1B"

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

GROUP FORMATION FORM

DATE 17 July 1944

LEAD

MILLER (PPF)  
75 | 61

LOW

LAJESKIE  
20 | 66

KINNEY  
19 | 99

GILLES  
78 | 58

SMARSH  
18 | 87

RIBNIKAR  
27 | 00

METZINGER  
81 | 40

FLETCHER  
77 | 97

BUCKLAND  
72 | 57

HIGH

SASSER  
29 | 37

AUSTIN  
14 | 62

HOPSAES  
72 | 32

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

EXTRA SHIPS

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

95th "B" Group  
Over Target  
Diagram "2B"

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

GROUP FORMATION FORM

DATE 17 July 1944

LEAD

ENGLE

29 | 51

SNOWDEN

72 | 05

JACOBSON

14 | 10

LOW

GILBERT

78 | 44

HERCHENHAHN

13 | 76

HIGH

KIRBY

60 | 13

BRODERSON

19 | 39

HARVEY

60 | 98

FEISS

71 | 20

ORNDORFF

24 | 27

BAUMGARTNER

71 | 94

BODIN

73 | 34

COTNER

19 | 89

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

EXTRA SHIPS

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

95th "A" Group  
Assembly  
Diagram "1A"

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

GROUP FORMATION FORM

DATE 17 July 1944

LEAD

MILLER (PPF)  
75 | 61

SMARSH  
18 | 87

BUCKLAND  
72 | 57

LOW

LAJESKIE  
20 | 66

RIBNIKAR  
27 | 00

HIGH

SASSER  
29 | 37

KINNEY  
19 | 99

GILLES  
78 | 58

METZINGER  
81 | 40

FLETCHER  
77 | 97

AUSTIN  
14 | 62

HOPSAES  
72 | 32

HANNUM  
7882

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

EXTRA SHIPS

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

95th "B" Group  
Assembly  
Diagram "2A"

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

GROUP FORMATION FORM

DATE 17 July 19 44

LEAD

ENGLE  
29 | 51

SNOWDEN      JACOBSON  
72 | 05      14 | 10

HERCHENHAHN  
13 | 76

FEISS      ORNDORFF  
71 | 20      24 | 27

HIGH

KIRBY  
60 | 13

BAUMGARTNER      BODIN  
71 | 94      73 | 34

LOW

GILBERT  
78 | 44

BRODERSON      HARVEY  
19 | 39      60 | 98

COTNER  
1989

EXTRA SHIPS

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

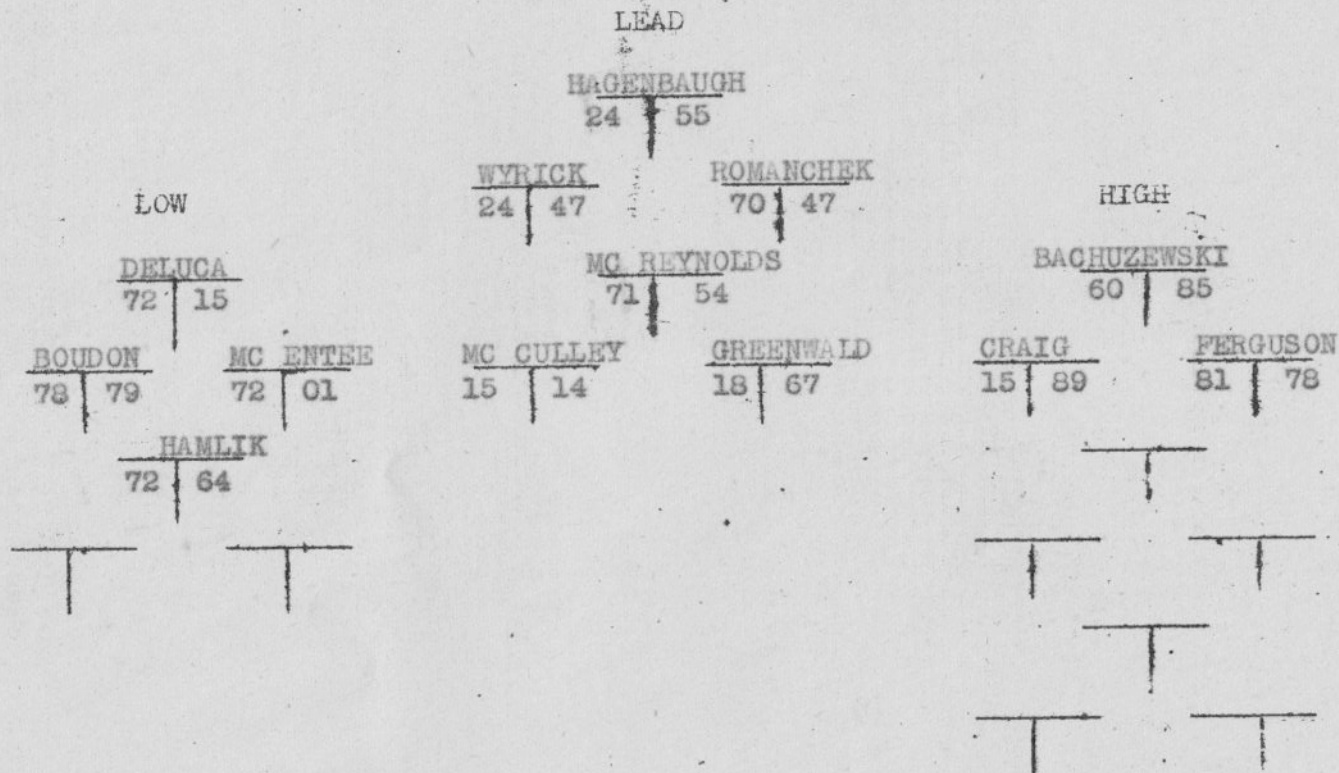
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_

95th "C" Group  
Over Target  
Diagram "3B"

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

GROUP FORMATION FORM

DATE 17 July 19 44



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

EXTRA SHIPS

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

95th "C" Group  
Assembly  
Diagram "3A"

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

GROUP FORMATION FORM

DATE 17 July 19 44

LEAD

HAGENBAUGH

24 | 55

WYRICK

24 | 47

ROMANCHEK

70 | 47

LOW

DELUGA

72 | 15

MC REYNOLDS

71 | 54

HIGH

BACHUZEWSKI

60 | 85

BOUDON

78 | 79

MC ENTEE

72 | 01

MC CULLEY

15 | 14

GREENWALD

18 | 67

CRAIG

15 | 89

FERGUSON

81 | 78

HAMLIK

7264

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

EXTRA SHIPS

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



"A" Group

FORM 3

STATION 119

DATE \_\_\_\_\_

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	LST	ACT	
335	S	7561	Miller			701		1333	
412	L	7257	Buckland			702		1334	
	K	1887	Swash			703		1333	
"	Z	2700	Ribaika			704		1335	
"	H	7797	Fletcher			705		1336	
"	C	8140	Metzinger			706		1335	
"	E	2937	Sasser	Hi		707		1329	
"	O	7232	Hopson			708		1309	
"	R	1462	Austin			709		1109	
"	D	2066	Lajiskie	Lo		710		1330	
"	Y	7858	Gilles			711		1330	
"	X	1999	Kinney			712		1310	
"	T	7882	Hannum	Spare		713		935	TURBO - TROUBLE
			"B" Group						
334	H	2951	Cogle			645		1321	
336	G	1410	Jacobson			648		1322	

## FORM 3

STATION 119

DATE \_\_\_\_\_

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
336	L	7205	Snawden			646		1320	
"	U	1376	Herchenbach			649		1323	
"	C	2427	Grudoff			650		1323	
"	E	7120	Teiss			651		1319	
"	A	6013	Kirby	Hi		652		1328	
"	S	7334	Boden			653		1313	
"	O	7194	Baumgartner			654		1328	
"	R	7844	Gilbert	Lo		655		1326	
"	N	6098	Harvey			656		1327	
"	J	1939	Brodeur			657		1337	
"	M	1989	Cotner	Spur		658		1326	
			"C" Group						
335	Z	2455	Hagelbaur			715		1353	
334	M	7047	Rouanchek			716		1344	
"	A	2447	Wynick			717		1347	
"	F	7154	McKernolds			718		1353	



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

E-F-26

18 July 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "C" Group, Mission of  
17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "C" Group was flying as the low group in the 13th "B" Combat Wing. We took off at 0715 hours and rendezvoused the group over the base at 13000' at 0820 hours. Contact with the lead group was made prior to wing assembly time. We were at the Naze at 0840 hours, BU# 13 at 0846 hours, BU# 12 at 0854 hours and three miles south of SP# 6 at 0859 hours. At 0904 we did a 360° turn to wait for the high group which was trailing in formation.

2. We departed Orfordness at 0914 hours, at which time we started our climb to 19000'. The Enemy coast was reached at 0939 hours at 17600' on course. The briefed course was followed to the I.P. which was reached at 1048 hours.

3. Bombs were away at 1054 hours from 19000' on a heading of 258° magnetic heading. After bombs away we formed again on the lead group and followed them through two 360° turns which were made so the high group could make a second run on the target.

4. The briefed course was followed to the Enemy coast which was crossed at 1212½ hours at 17000' at 4951N 0036E. The English coast was crossed at 1230 hours at Beachy Head at 12200'. We were over the base at 1340 hours at 2500 feet.

CHESTER P. CAMP  
1st Lt., Air Corps,  
Lead Navigator.

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

E-F-26

18 July 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "B" Group, Mission of  
17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "B" Group was flying as high group in the 13th "B" Combat Wing. We took off at 0645 hours and formed the group over the base at 17000'. Our rendezvous with the wing was not according to the flight plan due to the fact that the command pilot received last minute instructions to rendezvous at Combardege instead of at the Maze as briefed. Later finding that this was in error we did a 180° from Cambridge and had the lead do a 360° at Orfordness. We were finally able to catch them in the vicinity of Charleroi, Belgium. We crossed the English coast at 5200N 0125E five miles south of Orfordness at 0915 hours.

2. The Enemy coast was crossed at 5140N 0352E at 0942 hours. The lead group cut the I.P. short by two minutes. We made our I.P. good but were unable to drop because they cut beneath us on our first run. We made a 360° turn and made a second run. The bombs hung up and three minutes later when we were closing the bomb bay doors the bombs went away before we could notify the remainder of the group, consequently they all dropped on us and all bombs hit in a patch of woods at 4755N 0316E.

3. Bombs were away on a heading of 270° at 1108 hours at an altitude of 21850' on our second run. The briefed route from the target to the Enemy coast was followed.

4. We crossed the English coast at Beachy Head at 1230 hours at 14000'. We were over the base and landed at 1320 hours. Most of the route was overcast, except in the target area where visibility was good.

CHARLES M. HEPWORTH  
1st Lt., Air Corps,  
Lead Navigator.

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

E-F-26  
18 July 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of  
17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth "A" Group was flying as lead group in the 13th "B" Combat Wing. We took off at 0700 hours and formed the group over the base at 15000' at 0825 hours. We were at the Naze at 16000' at 0839 hours, BU# 13 at 0846, BU# 12 at 0856 and SP# 6 at 0859 hours. We crossed the English coast at Orfordness at 0905 hours.

2. The high group was not in wing formation at this time so we made a 360° turn and departed from Orfordness again at 0915 hours. The Enemy coast was crossed at 5147N 0346E at 0939 hours at 20000'. The briefed course was followed to the Initial Point.

3. A new I.P. was used at 4807N 0356E which we reached at 1045 hours. Bombs were away at 1052 hours from 20000' on a magnetic heading of 232°. After bombs were away we made two 360° turns to enable the high group to get into wing formation, they having trouble releasing their bombs. We made the Rally Point good after the two 360° turns at 1106 hours.

4. The briefed course was followed to the Enemy coast which was crossed at 1210 hours at 4952N 0041E at 18000'. The English coast was crossed at Beachy Head at 1229 hours, at 14000'. We were over the base at 1315 hours at 3000'.

ZEDDE R. TEAGARDEN  
1st Lt., Air Corps,  
Lead Navigator.

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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Group, Mission of 17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - At the I.P. a right turn of approximately 90° was made and the bomb doors were opened at 1052 hours. There was no enemy resistance on the bombing run. The weather did not effect the bombing run. No hostile tactics interfered with the bombing run. Observed results were good.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "C" Group and all attacked the primary target dropping 26 x 2000# G.P. AN-M34 bombs. Fuzing was 1/10 nose and 1/100 tail.

3. Types of Release - Of the 26 bombs dropped all were salvoed armed.

4. Tabular Summary - Aircraft

Main Bombfall	Over Target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
Joigny/Laroche, Fr.	13	13	26	2000#	M-34	1/10	1/100
Total on Target.			26	2000#	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			None.				
Total (loaded on A/C taking off).			26	2000#	M-34	1/10	1/100

J. E. LLOYD  
1st Lt., Air Corps;  
Lead Bombardier.

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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of  
17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

## 1. Narrative.

- a. Bombing aids used were E-6-B, C-2 and AFGE equipment.
- b. The maneuver at the I.P. was 45° turn to the right.
- c. Bomb bay doors were opened at chosen I.P. at 1045 hours approximately five miles short of briefed Initial Point.
- d. Primary target was attacked, with no enemy resistance on the bombing run. Weather had little effect, but partial cloud cover was in the target area. There were no unusual hostile tactics on the bombing run.
- e. Results of bombing were observed to be good.
- f. There are no suggested tactical changes in bombing technique.

## 2. Bombardier's form 12-B modified is attached.

## 3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing	
						Nose	Tail
Joigny/Laroche, Fr.	10	10	20	2000#	M-34	1/10	1/100
Total on Target.			20	2000#	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			4	2000#	M-34	1/10	1/100
Total (loaded on A/C taking off).			24	2000#	M-34	1/10	1/100

## 4. Types of Releases - Of the 20 bombs dropped all were salvaged

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EDWARD WEINER  
2nd Lt., Air Corps,  
Lead Bombardier.



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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of  
17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach And Run - We turned five miles short of the briefed I.P. Bomb bay doors were opened at 1045 hours. Preset data was used in sight refining synchronization after target was picked up. Only difficulty encountered was partial cloud cover. Bomb impact was observed and reported as good.

2. Disposition of Bombs - 12 A/C were dispatched from the 95th "A" Group and attacked the primary target, dropping 20 x 2000# G.P. AN-M34 bombs. A/C #1462 aborted returning 2 x 2000# G.P. AN-M34 bombs and one spare A/C ~~1375~~ <sup>1382</sup> returned 2 x 2000# G.P. AN-M34 bombs. Fuzing was 1/10 nose and 1/100 tail.

3. Types of Releases - All the 20 bombs dropped on primary target were salvaged armed.

4. Tabular Summary - Aircraft

Main Bombfall	Over Target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
Joigny/Laroche, Fr.	10	10	20	2000#	M-34	1/10	1/100
Total on Target.			20	2000#	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			4	2000#	M-34	1/10	1/100
Total (loaded on A/C taking off).			24	2000#	M-34	1/10	1/100

EDWARD WEINER  
2nd Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "C" Group, Mission of 17 July 1944, Joigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative.

- a. Bombing aids used were E-6-B, C-2, and APCE equipment.
- b. The maneuver at the I.P. was a turn of 90° to the right.
- c. Bomb bay doors were opened at 1052 hours.
- d. There was no enemy resistance on the bombing run. The weather had no effect upon the bombing run nor the bombing. No hostile tactics interfered with the bombing run. It was a visual run and the doors were opened at 1052 hours.
- e. Results were observed to be good.
- f. There are no suggested changes in bombing technique.

2. Bombardier's form 12-E modified is attached.

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
Joigny/Laroche, Fr.	13	13	26	2000#	M-34	1/10	1/100
Total on Target.			26	2000#	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			None.				
Total (loaded on A/C taking off).			26	2000#	M-34	1/10	1/100

4. Types of Releases - Of the 26 bombs dropped all were salvaged armed.

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J. E. LLOYD  
1st Lt., Air Corps,  
Lead Bombardier.

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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Group, Mission of 17 July 1944, Jeigny/Laroche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing Approach and Run - Lead Group did not make I.P. used a point at 4758N 0342E as the I.P. made 360° left turn at 4757N 0334E on pilot's request, to avoid collision course with lead group. Started second run on target at 4758N 0344E. When indices met used salvo switch. Lights on bomb panel indicated that bombs were away. Told pilot on interphone "bombs away". Radio operator informed me that bombs did not release so I immediately called pilot and command pilot to notify deputy leader to take over lead due to our equipment malfunction. Prior to moving out of formation the make room for deputy lead pilot requested to close bomb bay doors. When bomb bay doors had closed approximately six inches, right rack released bombs. Had at that time rack switches turned off already. Rest of group seeing one of my bombs go away immediately salvoed their bombs. Pattern was very excellent, at 4755N 0316E, approximately eight miles from the assigned MPI, in a patch of woods.

2. Disposition of Bombs - 13 A/C were dispatched from the 95th "B" Group, but could not attack primary target due to rack malfunction. 25 x 2000# G.P. AN-M34 bombs were dropped at 4755N 0316E, when one bomb released on closing bomb bay doors, with the result of the other A/C in formation dropping on it. A/C #2951 returned 1 x 2000# G.P. bomb due to mechanical failure. Fuzing was 1/10 nose and 1/100 tail.

3. Types of Release - All 25 bombs dropped were salvoed armed.

4. Tabular Summary - Aircraft

Main Bombfall	Over Target	Bombing	No.	Bombs		Fuzing	
				Size	Type	Nose	Tail
4755N 0316E	13	13	25	2000#	M-34	1/10	1/100
Total on Target, Bombed.			25	2000 #	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			1	2000#	M-34	1/10	1/100
Total (loaded on A/C taking off).			26	2000#	M-34	1/10	1/100

JOHN S. BRONBERG  
 2nd Lt., Air Corps  
 Lead Bombardier.

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

E-F-26

17 July 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "B" Group, Mission of  
17 July 1944, Jeigny/Lareche, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

## 1. Narrative.

- a. Bombing aids used were E-6-B, C-2 and AFCE equipment.
- b. The maneuver at the I.P. was a turn of 80° to the right.
- c. The bomb bay doors were opened at I.P. at 1043 hours.

d. Made 360° left turn at 4757N 0334E on pilot's request, to avoid collision course with lead group. Started second run on target at 4758N 0344E. When indices met used salvo switch. Lights on bomb panel indicated that bombs away. Told pilot on interphone "bombs away". Radio operator informed me that bombs did not release. Immediately called pilot and command pilot to notify deputy lead for taking over lead due to our equipment malfunction. Prior to moving out of formation to make room for deputy lead pilot requested to close bomb bay doors. When bomb bay doors had closed approximately six inches the right rack released bomb. Had at that time rack switches turned off already. Rest of group seeing one of my bombs go away immediately salvoed their bombs. Pattern was very excellent at 4755N 0316E, approximately eight miles from the assigned MPI, in a patch of woods. Armament reports that after checking ship, that stations were released but bombs did not release due to bent shackles.

- e. Bombs observed to hit in woods at 4755N 0316E.
- f. There are no suggested changes in bombing technique.

## 2. Bombardier's form 12-E modified is attached.

3. Disposition of Bombs - A/C			Bombs		Fuzing		
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
4755N 0316E	13	13	25	2000#	M-34	1/10	1/100
Total on Target, bombed.			25	2000#	M-34	1/10	1/100
Other Expenditures.			None.				
Bombs Returned.			1	2000#	M-34	1/10	1/100
Total (loaded on A/C taking off).			26	2000#	M-34	1/10	1/100

## 4. Types of Release - All 25 bombs dropped were salvoed armed.

CONFIDENTIAL

JOHN S. BRONBERG  
2nd Lt., Air Corps,  
Lead Bombardier.

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

17 July 1944

SUBJECT: S-2 Report.

TO : Commanding Officer, 95th Bombardment Group, (H), APO 659.

1. Twelve A/C plus 1 PFF A/C of the 95th Group took off beginning at 0701 hours to form the lead group (95A) of the 13B Combat Wing to attack a tactical target at Jacgny/La Roche, France. The following A/C returned early:

A/C 882 returned as unused spare.

A/C 1462 returned from 50°44'N-04°12'E at 0958 hours - engine hit by flak (Crossed enemy coast)

Thirteen A/C of the 95th group took off beginning at 0646 hours to form the high group (95B) of the 13B Combat Wing to attack a tactical target at Jacgny/La Roche, France. No A/C returned early.

Thirteen A/C of the 95th group took off beginning at 0719 hours to form the low group (95C) of the 13B Combat Wing to attack a tactical target at Jacgny/La Roche, France. No A/C returned early.

2. No E/A were encountered.

3. Meager, accurate, tracking flak at 51°04'N-04°05'E. Moderate, accurate, tracking flak at Chartres.

4. Strike photos show 95A group's bombs carrying slightly beyond and slightly to south of target. At least 3 direct hits on target. 95B groups's bombs hit in wooded area 4 miles SW of target (47°57'N-03°20'E). 95C group's bombs hit in a loose pattern in target area with a few direct hits on target.

5. 95A and 95C groups bombed on first run. 95B group was on a collision course with 95A group, so made a 360 and a second run. Lead A/C's (95B) bombs failed to release due to rack malfunction. When bomb bay doors were closing one bomb fell out and the group dropped on this bomb, 4 miles SW of target. All A/C returned to the base and landed by 1345 hours.

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