

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

APC 559.
21 July 1944.

SUBJECT: Operations Officer's Narrative for the Mission
of 19 July 1944.

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

95A GROUP

1. GENERAL NARRATIVE: The 95thA Group tookoff flying as low group in the 13A Combat Wing tookoff at 0540-0558. By 0655 the Group formation had assembled over base at 15,000 feet. Control point "A" was made at 0718 hours (B#27), where the 13 Combat Wing was formed. The 100 Group lead and high groups approached (B#28) from E, while 95A Group flying low group approached from N.E. All points over England were met as briefed, crossing the coast out at 52°15'N - 01°37'E at 0742 hours altitude 15,000 feet, climbing on course.

The formation crossed the Enemy coast at 51°48N - 03°51'E at 0812 hours, altitude 18,500 feet on course. The route from Enemy coast to I.P. was followed as briefed. Two minutes prior to I.P. the fan out maneuver was executed upon order of 13A Leader. The I.P. was not made good due to lead group overshooting its mark. It was necessary that we overshoot also in order to maintain proper interval. Coming into the target a great deal of smoke and haze could be seen over the target. The bombardier aimed at the smoke hoping to pick up the MPI as we neared the target. About 7 miles from target the lead group of 13B Wing was seen approaching from right and it was necessary to give way to prevent their bombs from falling on 95A Group. As soon as the bombs were seen dropping from 390A Group, 95A Group swung back onto the bombing run. At this time the bombardier picked up target "E" and dropped on it. He was unable to drop on assigned target due to heavy smoke and haze.

After bombing the rally was effected about 20 minutes from the target it being hard to overtake the lead group. Also the delay was due to 13A Wing lead being by himself and not having a Group flying high. Briefed course out was made good.

After recrossing the enemy coast at 51°48'N - 03°54'E at 1130, we let down to 1500 feet crossing the English coast at 1205 hours at 52°12'N - 01°37'E. The group reached home base at 1213 landing at 1221 - 1236 hours.

2. AIRCRAFT NOT ATTACKING: Twenty aircraft including two spares left base in formation shown in attached diagram "A". Aircraft #6098 and #7194 returned early as unused spares. Thus 18 aircraft were dispatched.

Of these 18 aircraft #7844 returned at 0811 hours from 51°55'N - 03°40'E due to mechanical failure. Aircraft #1887 dropped 42X100#M47A1 bombs at I.P. due to malfunction of aircraft. Formation over the target is shown in attached diagram "B".

3. AIRCRAFT LOST: None.

95B GROUP

1. GENERAL NARRATIVE: The 95B Group flying as high group in the 13B Combat Wing tookoff from base at 0520-0537 hours and assembled over the base (Bu#23) at 17,000 feet by 0700. Leaving the field, 95B proceeded to The Naze, arriving there at 0724 hours and then turning back to the west effected wing formation at 52°10'N - 00°55'E at 0732.

Division assembly was made at Bu#12, Splasher6 crossed at Southwold at 0747 hours. The climb to 21,000 feet was begun and the enemy coast crossed at that altitude at 0814 hours. Briefed course in was followed. At 51°05'N - 05°25'E, the final climb to bombing altitude was begun at 0839 hours.

The I.P. reached at 0940 at 26,000 feet, turn onto target made and bombs were away at 0948 hours from an altitude of 26,000 feet.

After bombing, rally of the wing was effected and descent to 21,000 feet begun. Briefed course out was followed and the enemy coast recrossed at 1130 hours at 21,000 feet. Let down to minimum altitude started and English coast crossed at 1202 hours. Base reached at 1219 and landing effected at 1232 - 1249 hours.

2. AIRCRAFT NOT ATTACKING: Nineteen A/C, including one PFF and one spare left base in formation shown in Diagram "2A". Spare A/C 7879 returned before becoming dispatched.

A/C # 8178 dropped out of formation before target area and was lost.

Eighteen aircraft receive credit for sorties.

3. AIRCRAFT LOST: A/C # 8178- Lost no. 2 engine at I.P. Peeled off formation and went down under control. No chutes.

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

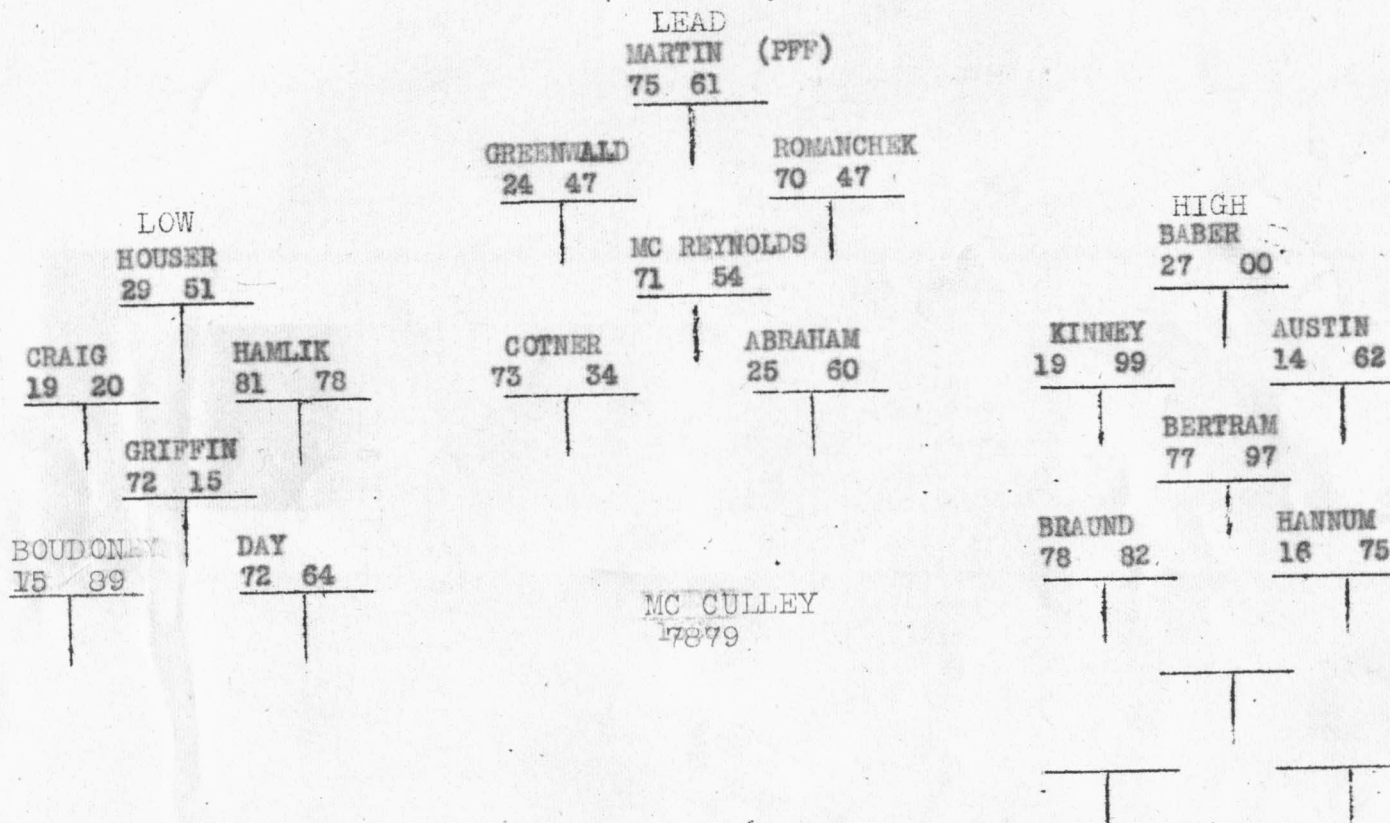
95th "B" Group
 Assembly
 Diagram "1A"

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

19 July 19

GROUP FORMATION FORM

DATE _____ 44



EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

DECLASSIFIED
 Authority MD 745005
 By SP4 NARA Date 12-9-09

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

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

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

GROUP FORMATION FORM

DATE 19 July 19 44

LEAD

MARTIN (PFF)
75 | 61

GREENWALD
24 | 47

ROMANCHEK
70 | 47

LOW

HIGH

HOUSER
29 | 51

MC REYNOLDS
71 | 54

BABER
27 | 00

CRAIG
19 | 20

DAY
72 | 64

COTNER
73 | 34

ABRAHAM
25 | 60

KINNEY
19 | 99

AUSTIN
14 | 62

GRIFFIN
72 | 15

BERTRAM
77 | 97

BOUDON
15 | 89

BRAUND
78 | 82

HANNUM
16 | 75

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DECLASSIFIED
Authority MD 743005
By SPARA Date 12-9-09

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

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

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

GROUP FORMATION FORM

DATE 19 July 1944

LEAD

RIVENBARK (PFF)

75 | 86

SLUSSER

19 | 89

JACOBSON

14 | 10

HIGH

LOW

GIELEN

29 | 37

DOHERTY

24 | 50

SCOTT

73 | 83

HOFSAES

72 | 32

SALVIA

81 | 40

WALKER

18 | 67

ORNDORFF

24 | 27

KROOS

18 | 87

SHELLER

78 | 01

LAJESKIE

20 | 66

SNOWDEN

72 | 05

PSOTA

78 | 98

SMARSH

78 | 58

LAIRD

71 | 20

EXTRA SHIPS

334

335

336

412

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

DECLASSIFIED

Authority

MD 745005

By

ANARA Date 12-9-09

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

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

GROUP FORMATION FORM

DATE 19 July 1944

LEAD

RIVENBARK (PFF)

75 | 86

SLUSSER

19 | 89

JACOBSON

14 | 10

HIGH

LOW

GIELEN

29 | 37

DOHERTY

24 | 50

SCOTT

73 | 83

HOFSAES

72 | 32

SALVIA

81 | 40

WALKER

18 | 67

ORNDORFF

24 | 27

KROOS

18 | 87

SHELLER

78 | 01

LAJESKIE

20 | 66

SNOWDEN

72 | 05

PSOTA

78 | 98

SMARSH

78 | 58

BESSER

78 | 44

LAIRD

71 | 20

BRODERSON

6098

OLNEYR

7194

EXTRA SHIPS

334 _____

335 _____

336 _____

412 _____

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

Authority NM 745005
 By SNARA Date 12-9-44

Authority NWD 745005
 By CB NARA Date 12-9-09

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP
 APO 559

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 19 JULY 1944

PART I - TABULAR SUMMARY:

DATE OF MISSION 19 JULY 1944

STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
"A"	17	19	17	15	2	16
"B"	17	18	17	16	1	17

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR FAILED TO TAKE OFF:

Combat Gp	A.C.S.N.	Category	Reason for Failure & Corrective Action	Sortie (Yes-No)
"A"	42-97844	F	# 2 Engine internal failure	No
"A"	42-31887	B	Bombardier dropped bombs in error before the target	Yes
"B"	42-38178	D	MIA before target	Yes

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

S E C R E T