

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

APO 559.
21 July 1944.

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

TO : Commanding Officer, 95 Bomb Group, APO 559.

1. The 95A Group, scheduled to fly as high group in the 45B Wing, took off at 0540 and assembled over the base at 17,000 feet. By 0725 the group had assembled and course was set for Bu# 20. The wing rendezvous was made as planned. There was some confusion regarding flare colors but this was cleared up by use of VHF.

Course over England was flown approximately as planned. The English coast being crossed at 0812 at an altitude of 17,000 feet. A climb to 21,000 feet was started at this time. The enemy coast was crossed on course at 0842 hours, six minutes late.

Briefed course was followed to 07°00'E where the groups swung south of course due to built up clouds. The route was flown to the south of briefed course until just prior to the I.P. The I.P. was made good. On the bombing there was some difficulty due to groups converging on the target on different headings. The bombs were dropped on the first run, however. After bombs away the groups re-assembled without undue difficulty.

The course flown on the route out was north of the briefed course. The briefed course was intercepted at 06°39'E on the route out and was followed for the remainder of the flight.

The enemy coast was crossed at 1319. Let down to minimum altitude was started at this time.

The home base was reached at 1353 and landing was at 1400 - 1415 hours.

2. AIRCRAFT NOT ATTACKING: Twenty aircraft, including one unused spare, left the base in the formation shown in attached diagram "A". Aircraft #1920 returned early as an unused spare and is not credited with a sortie. Aircraft #1410, #7257 and #1887 returned early due to mechanical trouble. Aircraft #7120 was lost before reaching the target. These four aircraft are credited with sorties. The formation over the target shown in attached diagram "B".

A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.

3. LOST AIRCRAFT:

Aircraft #42-97120 was lost. This A/C was seen feathering an engine, dropping out of formation, and jettisoning bombs at about 1040 hours near 48°40'N-11°25'E. Called on VHF he was going to try to pick up group at R.P.. Was not seen again. Was heard calling that he was 15 miles south of "I" reference point (Wurgburg) with fighter escort. Later called he was with a B-24 group and thought he could make it. No further report was received.

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

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

95 GROUP
DIAGRAM "A" ASSEMBLY

GROUP FORMATION FORM

DATE 21 July 1944 44

LEAD

~~ENGLE~~
6085

LOW

~~ROMANCHEK~~
7047

~~DAY~~
2447

HIGH

~~GIELEN~~
7257

~~MCREYNOLDS~~
7154

~~GILBERT~~
7383

~~WYATT~~
1876

~~AUSTIN~~
7898

~~MCCHELLEY~~
1589

~~COTNER~~
1376

~~HARVEY~~
6098

~~BAUNGARTNER~~
1410

~~BERTRAM~~
2066

~~SHELLER~~
7301

~~KROOS~~
1675

~~HOPSAKS~~
1887

~~LAIRD~~
7120

~~OLNEY~~
1989

SPARE

ABRAHAM
1867

CRAIG
1920

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

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

Authority MD 745005
By SPARA Date 12-9-44

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

95 GROUP
DIAGRAM "B"
OVER THE TARGET

GROUP FORMATION FORM

DATE 21 July 1944 44

LEAD

ENGLE

60 85

LOW

ROMANCHEK

7047

DAY

2447

HIGH

BERTRAM

2066

MCREYNOLDS

7154

GILBERT

7383

KROOS

1675

ABRAHAM

1867

MCCULLEY

1589

HARVEY

6098

COTNER

1410

AUSTIN

7898

SHELLER

7801

WYATT

1876

OLNEY

1989

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

EXTRA SHIPS

334 _____
 335 _____
 336 _____
 412 _____

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