

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

APO 559.  
15 August 1944.

**SUBJECT:** Report of Operations Officer, Mission of 13 August 1944.

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

1. **GENERAL NARRATIVE:** The 95th Bomb Group took off at 0931 - 0943 hours to form the lead of the 13th A Combat Wing. Group assembly was made at 15,000' at 1053 hours. Wing and Division assembly were made as briefed. The Group departed the English Coast at Portsmouth at 1200 hours.

The French coast was crossed at 1229 hours at 18,000'. Briefed course was flown to 4814N - 0008E where the wing was broken into groups. At 4820N - 0050E, the I.P., the lead Group was broken into 3 ship elements. Bombs were dropped by lead element at 1320 hours on the assigned target area.

In order to avoid a collision with another element the 2nd element of lead and low element were forced to bomb 10 miles East of assigned target. The high element bombed assigned area.

The rally point was made at 1329 hours and briefed course was made good to the enemy coast at 4953N - 0042E at 17,000'.

The English coast was crossed five miles right of course at 9,000' at 1419 hours. The group arrived over the base at 1506 hours and landed at 1526 hours.

2. **AIRCRAFT NOT ATTACKING:** Twelve aircraft plus one PFF aircraft took off from base but only eleven aircraft plus one PFF departed the base.

The reason for one aircraft, # 1939, not departing base was # 2 engine failure.

The twelve aircraft including the PFF aircraft departed the base as shown in diagram "A" and bombed the target as shown in the attached diagram "B". Twelve aircraft including one PFF aircraft were credited with sorties.

3. **AIRCRAFT LOST:** None.

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

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

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

GROUP FORMATION FORM

DATE 13 August 1944

LEAD

HOUSER (PPF)

75 | 61

SMARSH

78 | 98

ABRAHAM

78 | 58

HIGH

NAYER

72 | 64

LOW

BESSER

84 | 87

BERTRAM

73 | 76

BAUGARDNER

78 | 44

GRINDORFF

84 | 50

KROOS

72 | 32

FERGUSON

18 | 67

GREENWALD

19 | 20

MC VAY

78 | 79

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

EXTRA SWIPS  
334 \_\_\_\_\_  
335 \_\_\_\_\_  
336 \_\_\_\_\_  
412 \_\_\_\_\_



95 Group

FORM 3

STATION

119

DATE

13 AUGUST

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	S	7361	HODGSON	LEAD		931		1515	
412	Y	7857	BERTRAM			932		1516	
412	A	7892	SMITH			933		1514	
<del>412</del>	J	7376	BERTRAM			934		1509	
336	B	7867	FERGUSON			935		1505	
412	O	7232	KROOS			936		1503	
334	H	7264	MAYER	TRICK		937		1512	
334	U	7879	MURPHY			938		1513	
334	G	1920	GREENWOOD			939		1511	
336	C	2427	BESSER	LOW		940		1525	
336	K	2457	ORNDORFF			941		1526	
336	J	1939	TAYLOR			942		1119	#2 Feathered
336	R	7844	BAUMGARDNER			943		1523	

STATION WEATHER OFFICE

T-4-2

AAF STATION 119

APO 859

14 August 1944

**SUBJECT: Meteorological Interrogation Summary for Mission of 13 August 1944.**

**TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 859.**

1. Base at take-off: Time was 0940 hours. 5/10 cumulus and strato-cumulus in large patches, base 4500, tops 6000 feet with large patches of thin altocumulus at 16-17,000 feet and scattered fine cirrus above 20,000 feet. Visibility 5-10 miles.

2. Route to target: As bases over England becoming scattered patches of low stratus over the channel and nil-1/10 fair weather cumulus below 5000 feet. Visibility unlimited down sun except in heavier smoke in the battle area:

3. Target area: General area northwest Paris: Time was 1325 hours. 1/10 cumulus below 8000 feet. Visibility unlimited.

4. Return route: Scattered patches of low stratus over the channel becoming 8/10 cumulus, base 5000, tops 6000 feet over England.

5. Base on return: Time was 1530 hours. 6/10 cumulus base 5000, tops 6-7000 feet. Visibility 10-20 miles.

6. Remarks: None.

WALTER S. MILLS, JR.,  
Captain, Air Corps,  
Staff Weather Officer.

# CONFIDENTIAL

## HEADQUARTERS

NINETY FIFTH BOMBARDMENT GROUP (H)

Office of the Operations Officer

E-E-26

13 August 1944

**SUBJECT:** Lead Navigator's Narrative, Ninety Fifth Bombardment Group (H),  
Mission of 13 August 1944, Tactical Target, France.

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

1. The 95th Bomb Group flew as lead of the 13th "A" Combat Wing. We were airborne at 0930 hours, circled the field and assembled the group at 15000'. Control points, SP# 7, Luton, Reading and Portsmouth on the assembly were met on time.

2. The French coast was crossed at 1229 hours on course. Briefed course was flown at 4814N 0008E where the wing was broken into groups. At 4820N 0050E the I.P. the lead group was broken up into three ship elements. We deviated from briefed course on the target run to avoid two concentrations of flak. At bombs away the altitude was 18150', 004° true heading at 1320 hours at 4854N 0140E.

3. After bombs away we went around one more concentration of flak and made the rally point at 4917N 0147E. From then we proceeded on the briefed course to the enemy coast at 4953N 0042E at 17000'.

4. The English coast was crossed five miles right of course at 5047N 0037W at 9000' at 1419 hours. We remained at 9000' above the clouds to 5211N 0024E and then continued to let down towards the base. We arrived over the base at 1506 hours and landed at 1530 hours.

STANISLAW LABUNSKI  
1st Lt., Air Corps,  
Lead Navigator.

CONFIDENTIAL

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

E-F-26

14 August 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth Bomb Group, Mission of  
13 August 1944, Tactical Support, France.

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

1. Bombing Approach and Run - We made a left turn at the I.P. of about 45°. Bomb bay doors were opened at the I.P. at 1309 hours. We proceeded down run with no enemy interference and good visibility. Picked a road directly in front of us and bombed visually. Observed results were good.

2. Disposition of Bombs - 3 A/C composed this element and dropped 114 x 100# G.P. AN-M30 bombs on the chosen target. Fuzing was 1/10 nose and 1/40 tail.

3. Types of Release - All of the 114 x 100# G.P. AN-M30 bombs dropped on the chosen target were salvaged and armed.

4. Tabular Summary - A/C

			Bombs		Fuzing		
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Tactical Support, Fr.	3	3	114	100#	M-30	1/10	1/40
Total on Target.			114	100#	M-30	1/10	1/40
Other Expenditures.			None.				
Bombs Returned.			None.				
Total (loaded on A/C taking off).			114	100#	M-30	1/10	1/40

JULIUS A. SUSSMAN  
1st Lt., Air Corps,  
Lead Bombardier.

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

8-F-26

14 August 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth Bomb Group, Mission of  
13 August 1944, Tactical Support, France.

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

1. Narrative.

a. Bombing aids used were AFCE, C-2 and E-6-B computers.

b. A turn to the left was made at the I.P. of 45°.

c. Bomb bays were opened at the I.P. after the peel off.

d. We made a left turn at the I.P. of about 45°. Bomb bay doors were opened at the I.P. at 1309 hours. We proceeded down run with no enemy interference and good visibility. Picked a road directly in front of us and bombed visually. Results were good.

e. Observed results of the bombing were reported as good.

f. There are no suggested tactical changes to be made.

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

3. Disposition of Bombs - A/C

Main Bombfall	Over Target	Bombing	No.	Bombs Size	Type	Fuzing Nose Tail
Tactical Support, Fr.	3	3	114	100#	M-30	1/10 1/40
Total on Target.			114	100#	M-30	1/10 1/40
Other Expenditures.			None.			
Bombs Returned.			None.			
Total (loaded on A/C taking off).			114	100#	M-30	1/10 1/40

4. Types of Release - Of the 114 bombs dropped all were salvoed and armed.

JULIUS A. SUSSMAN  
1st Lt., Air Corps,  
Lead Bombardier.



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

V-A-1.

APO 559,  
13 August 1944.

SUBJECT: Engineering Report on Combat Mission of 13 August 1944.

TO : Commanding Officer, 95th Bombardment Group (H). Attention:  
Lt Col MC KNIGHT.

1. The following information is submitted concerning combat mission of 13 August 1944.

- a. Thirteen (13) B-17 airplanes took-off as scheduled.
- b. Twelve (12) B-17 airplanes returned to base after completion of mission.
- c. PFF 42-8009 was dispatched to 100th Bomb Gp (H).

2. There was one (1) abortive airplane.

- a. 42-31939 - #2 engine losing oil through breather.

3. There was no battle damage.

CLARENCE D. FIELDS,  
Major, Air Corps,  
Base Engr. Officer.

HEADQUARTERS  
NINETY FIFTH BOMBARDMENT GROUP (H)  
OFFICE OF THE ARMAMENT OFFICER  
APO 559

13 August 1944

SUBJECT: Mission Expenditure Report for 13 August 1944.

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

1. Following are the expenditures for the mission on 13 August 1944.

A. Station AAF 119  
B. Unit 95th Bombardment Group (H)  
C. Type of Ammunition Cal. 50 APIAI  
D. Gun locations and number of guns

26 Ball Turret Guns	260
26 Upper Turret Guns	260
13 Left Waist Guns	130
13 Right Waist Guns	130
13 Left Nose Guns	130
13 Right Nose Guns	130
26 Chin Turret Guns	260
26 Tail Guns	260

E. Total number of guns 156  
F. Total amount of ammunition expended 1560 rounds.  
G. Total number of bombs expended 418- 100 lb. G.P. Demolition Bombs.  
12- 500 lb. G.P. Demolition Bombs.  
4- CHB M 1 Sky Markers.

LEONARD F. DANSON  
Capt. Air Corps  
Group Armament Officer

DECLASSIFIED  
Authority NND 745205  
By US NARA Date 7/11/12

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

(J-1)

APC 559  
13 August 1944

SUBJECT: Operational Communications

TO : Commanding Officer, 95th Bombardment Group, Station #119

1. Of the thirteen crews assigned to the mission, eleven were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
  - (a) 334-G (RW mike button out)
  - (b) 334-U (DW mike button shorted)
  - (c) 336-K (Radio compass tube failure)
3. The following navigational aids were used successfully:
  - (a) Nine A/C used Splashers and Bunchers
  - (b) Nine A/C used Station 7000
4. The reception of radio ground stations and navigational aids was generally satisfactory.

RICHARD F. KNOX  
Captain, A. C.  
Gp. Communication O.

DECLASSIFIED  
Authority AWP 745005  
by WJ NARA Date 7/1/10

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

14 August 1944

SUBJECT: S-2 Report for Mission of 13 August 1944.

TO : Commanding Officer, 95th Bomb Gp. (H), APO 859.

1. Twelve A/C plus one PFF A/C of the 95th Group took off between 0930 and 0945 hours to form the lead Group of the 13th Combat Wing and attacked tactical targets in France. A/C 1939 turned back at 5222N-0115E with 2 engine out.

2. No E/A were encountered.

3. Meager, tracking flak was experienced at 4914N-0145E.

4. Lead element strike photo shows pattern falling in open field west of target R5449 in assigned target area.

Lead 2nd element strike photo shows pattern covering target R7661 10 miles east of assigned target area.

Low element strike photo shows pattern north of target R7348 10 miles East of assigned target.

High element strike photo shows pattern covering target R5549 in assigned target area.

5. Bombing done visually in elements of three. All A/C returned to home base and landed by 1530 hours.

JOSEPH W TRIBBLE  
1st Lt., Air Corps,  
Ass't. S-2 Officer.

Develop. 100 Bited!?

St. Meclenko 1750

CONFIDENTIAL

TACTICAL TARGETS ONLY

FINAL REPORT

4854-0140 E  
(Date)

(To be phoned to A-2, reporting section 3rd bomb division as soon as possible after planes have landed.)

A. Bombing results for each target Good hits on road junction

B. Observations nil.

C. E/A opposition: time nil, place \_\_\_\_\_, number, by types

D. Enemy ground opposition when it acted as a deterrent to the carrying out of the mission OK.

E. Number of A/C lost nil

F. Number of A/C returning early with brief statement as to why. nil

G. PFF A/C airborne one

H. Estimated claims--ground and air nil

I. Bombs, number 6 size 500 type \_\_\_\_\_ fusing 1/10 1/40

Time of release 1320 1/2 altitude 18000

J. Estimated battle damage: minor, major, salvage nil

K. Weather OK

L. Any other information that may be deemed important, such as crashes on take off or landing, collisions etc. nil

Ground speed 200 K MPH. True track over target 23°

R E S T R I C T E D

HEADQUARTERS  
95TH BOMBARDMENT GROUP (H)

18 July 1943

SPECIAL ORDERS )

NUMBER 53 )


1. Par 5, SO # 2, this Hq, dated 17 July '43, is hereby revoked.
2. PIC msg Y496J Hq 4BW, 18 July '43, the Col EM, orgn as indicated WP fr AAF Sta #119 o/a 18 July '43 to AAF Sta #16, rptng to the CO 304th Sig Co on TD for approx seven (7) days, for the purpose of attending school. EM will carry gas masks, mess kits, helmets and personal equipment. WP by GMV. TDN.

Sgt LAIRD J. DUNBAR, 3924551	335th Bomb Sq
Cpl WILLIAM G. HOOLEY, 12690273	335th Bomb Sq
Cpl JACKSON J. VEREEN, 3457504	334th Bomb Sq

By order of Colonel GERHART:

EDWARD P. RUSSELL  
Major, Air Corps  
Adjutant.

OFFICIAL:



EDWARD P. RUSSELL  
Major, Air Corps  
Adjutant.

House 95

St. Mechanko 1750

CONFIDENTIAL

TACTICAL TARGETS ONLY

FINAL REPORT

13-8-44

(Date)

(To be phoned to A-2, reporting section 3rd bomb division as soon as possible after planes have landed.)

A. Bombing results for each target 4854-0140 E Road.  
hit it.

B. Observations nil.

C. E/A opposition: time nil, place \_\_\_\_\_, number, by types

D. Enemy ground opposition when it acted as a deterrent to the carrying out of the mission nil

E. Number of A/C lost nil

F. Number of A/C returning early with brief statement as to why.  
nil.

G. PFF A/C airborne one.

H. Estimated claims--ground and air nil

I. Bombs, number 6 size 500 type GP fusing Y10 Y40  
Time of release 1320 altitude 18150

J. Estimated battle damage: minor, major, salvage nil

K. Weather clear

L. Any other information that may be deemed important, such as crashes on take off or landing, collisions etc.

nil.

Ground speed 203 K MPH. True track over target 180

FLAK REPORT

TO: AA Officer, A-2 Section, Hq., 3rd Bombardment Division, APO 559.

FROM: 95 Group 335 Squadron. L. G. M.  
Reporting Officer

Target TACTICAL SUPPORT MISSION Date of attack Aug 13

1. a. No. of PFF A/C over target 2  
b. No. of PFF A/C over axis territory 2  
c. If a. and b. are different, give explanation \_\_\_\_\_

2. Damaged or lost A/C - due to flak.

Group PFF A/C flew with.	No. of PFF A/C	Height	Extent of damage: A, AC, B, E, LOST	Place A/C was hit by or lost to flak
--------------------------	----------------	--------	-------------------------------------	--------------------------------------

not applicable.

3. Remarks or observations:

*No flak was reported by these PFF planes except a barrage far out of range perhaps from Falaise.*



HEADQUARTERS 95TH BOMB GROUP ( )  
 OUTGOING MESSAGE

AUG 15 1944 10 52

SUBMIT IN SUPPLICATE

TO: 3RD BOMB DIVISION A-3 STAT CONTROL, FT. ARNOLD.	CLASSIFICATION URGENT      SECRET		MESSAGE CENTER USE ONLY ORIG. NO. <b>A 335</b>
FROM 95TH BOMB GROUP	PRIORITY <del>XX XXX</del>	CONFIDENTIAL <del>XXXX</del>	SERIES NO.
DATE 15-8-44.	TIME 1100. PFT. 3-8	SECT ROUTINE      RESTRICTED	RECD. CLRD.
SIGNATURE	DEFERRED		APPROVED

ADDITIONAL INFORMATION ON TACTICAL TARGET FINAL REPORT FOR MISSION OF 13/8/44.

A/C #009 led the 100 group to the I.P.

A/C #561 led the 95 group to the I.P.

elements of three (3) were formed at the I.P.

KINGSLEY G. MOORE, Captain, AC

DR NAV. To fill out, if this A/c leads Ep

S-E-C-R-E-T

HEADQUARTERS \_\_\_\_\_ BOMB GROUP (H)

:SECRET :  
:Auth: :  
:Init: :  
:Date: :

LEAD CREW INTERROGATION REPORT (1)

Actg Comd. Pilot LTCOL. McKnight

Pilot: LT. HODSON

Target: 4954N 6140 E

Date: 13 Aug 44

1. Aircraft No. 297561 (PFF) GROUP 95

(a) Communications ~~SEE Col McKnight~~ OK

(b) Failure of Aircraft or Accessories See H2K report

H2K set was speaking.

(c) Remarks: none

2. Assembly and Control Points: (3)

(a) Group Assembly: on time

(c) Combat Wing Assembly: on time

(d) Control Points: all ok

(e) I.P.-Bomb Run - R.P.: 1306 - 1320 - none

(f) Control Points Out: OK

3. Formation (4) (a) On leaving English Coast

*Wing formation*

(b) Crossing enemy coast:

*Group formation*

(c) To I.P.

*elements of 3*

(d) On Bomb Run

*elements of 3*

(e) Immediately after R.P.

(f) Enroute Out: *elements of 3*

4. Abortions after leaving dispatch point: *#3 high sq*

5. Remarks on tactics employed: *OK*

DR. NAV. To fill out, if this Ac leads Op.

S-E-C-R-E-T

HEADQUARTERS 100A BOMB GROUP (H)

:SECRET :  
:Auth: :  
:Init: :  
:Date: :

LEAD CREW INTERROGATION REPORT (1)

Actg Comd. Pilot Mag. Rosenthal

Pilot: 1st Lt. A.F. DUNLAP Target: \_\_\_\_\_

Date: AUG 13, 1943

1. Aircraft No. 009 (PFF) GROUP 335<sup>th</sup>

(a) Communications O.K.

(b) Failure of Aircraft or Accessories \_\_\_\_\_

None

(c) Remarks: None

2. Assembly and Control Points: (3)

(a) Group Assembly: as Briefed on time

(c) Combat Wing Assembly: as Briefed on time

(d) Division Assembly: as Briefed on time

S-E-C-R-E-T

(d) Control Points: one minute early on all control pts.

(e) I.P.-Bomb Run - R.P.: I.P. & R.P. were made as briefed

(f) Control Points Out: on time as briefed

3. Formation (4) (a) On leaving English Coast

OK

(b) Crossing enemy coast:

OK

(c) To I.P.

OK

(d) On Bomb Run

OK

(e) Immediately after R.P.

(f) Enroute Out: OK

4. Abortions after leaving dispatch point: None

5. Remarks on tactics employed: OK

*Handwritten signature and initials*

Final Report 954A 3644 R 4936 Aug 13, 1944  
R 6259 R 5365

A. Lead - Strike photo shows pattern falling in field 150 yds west of target (R 5449) - in assigned target area.

2nd Element Lead: - Strike photo shows pattern covering target. (R 7661) 10 Miles East of assigned target area.

Low - Strike photo shows pattern 100 yds NORTH of target (R 7348) 10 miles East of assigned target.

High. Strike photo shows pattern covering target (R 5549) - in assigned target area.

B. NONE

C. NONE

D. ~~R~~ 4914N 0145E - TRACKING, MEAGER INACCURATE

E. NONE

F. 1 MECHANICAL FAILURE

G. 17 A/C

H. NONE

I.

11 A/C - 418 - 100 G.P. Target  
1 PFF 6 - 500 G.P. Target  
1 A/C - 38 - 100 G.P. Returned

I. LEAD ELEMENT -	76	100# GP's	1320	18000	1/10	1/40
2ND ELMT LEAD -	114	100# GP's	1325	18000	1/10	1/40
HIGH. ELEMENT -	114	100# GP's	1321	18500	1/10	1/40
LOW ELEMENT	114	100# GP's	1323	18000	1/10	1/40

38x100# G.P. - 41<sup>9</sup> Returned - 1 A/C  
 11 A/C

J. NONE

K. CAUV after mouth of Route

L. 1 PFF flew as Group Lead Bombing was done by visual by elements of three

2 - B17's Blew up at 17:40 4840N 0030W as a result of flap from wing in front.

Sgt Mathews 1815

*Mc*

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

14 August 1944

SUBJECT: S-2 Report for Mission of 13 August 1944.

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

1. Twelve A/C plus one Pff A/C of the 95th Group took off between 0930 and 0945 hours to form the lead Group of the 13th Combat Wing and attacked tactical targets in France. A/C 1939 turned back at 5222E-0115E with #2 engine out.
  2. No E/A were encountered.
  3. Meager, tracking flak was experienced at 4914N-0145E.
  4. Lead element strike photo shows pattern falling in open field west of target R5449 in assigned target area.
  5. Lead 2nd element strike photo shows pattern covering target R7661 10 miles east of assigned target area.
- Low element strike photo shows pattern north of target R7348 10 miles East of assigned target.
- High element strike photo shows pattern covering target R5549 in assigned target area.
5. Bombing done visually in elements of three. All A/C returned to home base and landed by 1540 hours.

JOSEPH W TRIBBLE,  
1st Lt., Air Corps,  
Ass't. S-2 Officer.



14 August 1944

**SUBJECT:** Meteorological Interrogation Summary for Mission of 13 August 1944.

**TO :** Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. Base at take-off: Time was 0940 hours. 5/10 cumulus and strato-cumulus in large patches, base 4500, tops 6000 feet with large patches of thin altocumulus at 16-17,000 feet and scattered fine cirrus above 20,000 feet. Visibility 5-10 miles.

2. Route to target: As bases over England becoming scattered patches of low stratus over the channel and nil-1/10 fair weather cumulus below 5000 feet. Visibility unlimited down sun except in heavier smoke in the battle area:

3. Target area: General area northwest Paris: Time was 1325 hours. 1/10 cumulus below 5000 feet. Visibility unlimited.

4. Return route: Scattered patches of low stratus over the channel becoming 8/10 cumulus, base 5000, tops 6000 feet over England.

5. Base on return: Time was 1530 hours. 6/10 cumulus base 5000, tops 6-7000 feet. Visibility 10-20 miles.

6. Remarks: None.

WALTER S. MILLS, JR.,  
Captain, Air Corps,  
Staff Weather Officer.

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

GROUP FORMATION FORM

DATE 13-8-

LEAD

HOUSPR  
75 | 61

SMARSH  
78 | 98

Abraham  
78 | 58

BERTRAM  
73 | 76

HIGH

MAKER  
72 | 64

LOW

BESSER  
24 | 27

Taylor  
19 | 39

Orndorff  
24 | 50

KROOS  
72 | 32

FERGUSON  
8 | 67

Greenwald  
19 | 20

McVay  
78 | 79

BAUMGARDNER  
78 | 41

ABORT ○

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

EXTRA SHIPS

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

S-2 FORM---A/C RETURNING EARLY FROM OPERATIONAL MISSIONS

(To be filled in by pilot and/or navigator immediately upon return to base)

PILOT'S NAME Taylor, J. D. A/C NUMBER 1939 DATE 14 Aug 1944

TIME AND PLACE OF TURN BACK 1050 hours 52° 22' N 01-15 E  
(Give exact coordinates)

REASON FOR TURN BACK #2 Engine - Mech. failure

RETURNED 38 100 lbs DISPOSITION OF BOMBS:  
(Number, size, and type)

JETTISONED None  
(Number, size, type, time, and place)

JETTISONED STATE REASON \_\_\_\_\_

mc

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

INTOPS SUMMARY NO. 105

PERIOD: 0001 hours 13 August 1944 to 2400 hours 13 August 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>E/A</u>	<u>AA</u>	<u>N/T</u>	<u>OT</u>	<u>TOT</u>
Heavy Bomber Atkgs.	30	1264+	1235	1207	2701.4	0-0-0	0	12	1	0	13
Fighter Escort	6	136	131	0	0	0-0-0	0	0	0	0	0
Fighter Sweeps	0	0	0	0	0	0-0-0	0	0	0	0	0
Fighter-Bombing	41	929	884	844	352.5	0-0-1G	0	0	0	13	13
Photo Recon.	14	14	14	0	0	0-0-0	0	0	0	0	0
Weather Recon.	13	13	13	0	0	0-0-0	0	0	0	0	0
Air/Sea Rescue	20	20	20	0	0	0-0-0	0	0	0	0	0
Special Operations	<u>14</u>	<u>14</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Totals	138	2390	2309	2051	3053.9	0-0-1G	0	12	1	14	27

+ 22 spares dispatched, 7 used.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

30 combat wings (798 B-17s, 466 B-24s - 1264 a/c) dispatched to attack one RR bridge, 3 coastal batteries and all important highways over a wide area on both sides of the Seine River from Le Havre to Paris. Support by six fighter groups. 1207 a/c dropped 2701.4 tons on assigned areas at 1257 - 1421 hours from 14,000-22,600 feet. Weather: CAVU to 1/10 with slight ground haze on some areas. Flak: moderate, inaccurate to accurate. Battle Damage: 424 minor, 60 major. E/A opposition: nil. Claims: nil. Losses: 13 a/c (7 B-17s, 5 B-24s to AA, one B-17 crash-landed).

S E C R E T

S E C R E T

Details of attacks as follows:

<u>Assigned Targets</u>	<u>Dispatched</u>		<u>Attacked</u>		<u>Tons G.P.</u>	<u>Results</u>
	<u>B-17s</u>	<u>B-24s</u>	<u>B-17s</u>	<u>B-24s</u>		
Battle Area Support	725	362	634	347	1980.0	Fair to Good
La Manoir Bridge	73		69		207.5	Fair
St. Malo (gun battery)		34		34	136.0	Very Good
Ile de Cezembre A & B (gun battery)		70		69	275.0	Very Good
<u>Other Targets</u>						
T/Os in Tactical Area	---	---	54	---	102.9	Unobserved
Totals	798	466	757	450	2701.4	

2. Fighter Escort

Six groups (136 P-51s) dispatched to escort bombers attacking tactical targets along the Seine River. 131 sorties. Up 1057-1356, down 1440-1804. No e/a opposition. Claims: nil. Losses: nil. (2 P-51s landed on beach head).

3. Fighter Sweeps

Nil.

4. Fighter Bombing

41 groups (388 P-47s, 96 P-38s, 445 P-51s - 929 a/c) dispatched to bomb and strafe rail and highway transportation facilities in a wide area northeast of the Seine River. Sorties 884. Up 0447-1816 hours, down 0728-2117 hours. Attacks ranging from early morning until late afternoon. 844 a/c dropped 347.5 tons CP and five tons frags on M/Ys, bridges, tunnels, moving traffic and other transportation facilities. All groups strafed and patrolled assigned areas after bombing. E/a opposition: nil. Claims: 0-0-1, ground. Losses: 13 a/c (4 P-47s, 9 P-51s) to unknown causes.

Claims for bombing and strafing as follows:

<u>Destroyed</u>	<u>Damaged</u>
46 locos	75 locos
483 freight cars	1590 freight cars
240 trucks	126 trucks
25 autos	22 autos
5 passenger cars	30 passenger coaches
86 oil cars	83 oil cars
6 half-tracks	5 half-tracks
1 flak tower	8 flak towers
2 flak cars	2 water towers
1 W/T Station	4 switch towers
10 bridges	8 bridges
6 barges	5 factories
	33 barges
	7 storage tanks
	1 tunnel

S E C R E T

5. Photo Reconnaissance

14 a/c (5 Spitfires, 9 F-5s) dispatched on photo reconnaissance. One a/c failed to complete mission. D/A photos obtained at Kaiserlautern - Landstuhl, Strasbourg, Metz, Chaumont, Moulmenlon, Etampes/Mondesir, St Malo and other targets. Mapping on areas at Dijon, Paris, Orleans and other areas. E/a opposition: one plane intercepted north of Orleans by three FW 190s. Losses: nil.

6. Weather Reconnaissance

13 a/c dispatched on weather operations: 2 B-17s on routine reconnaissance; 2 Mosquitoes over Brest; 2 Mosquitoes scouts for heavy bombers; 5 Mosquitoes, 1 B-25 and 1 B-26 on special reconnaissance. No e/a opposition. Losses: nil.

7. Air/Sea Rescue

20 P-47s dispatched on Air/Sea Rescue operations. No incidents reported. All a/c returned safely.

8. Special Operations

6 B-17s dispatched, night of 12/13 August, to drop leaflets in France and Belgium. Operation completed. All a/c returned safely.

4 a/c (2 B-17s, 1 P-38, 1 Mosquito) dispatched on special operation. No flak or e/a opposition. Losses: one Mosquito to unknown causes.

4 B-17s dispatched on special testing operation. Two returned early. No e/a opposition. Losses: nil.

C. INTELLIGENCE

1. Enemy Air Opposition

There was no enemy air opposition to heavy bomber attacks, fighter escort or fighter bombers on any of the day's wide-scale operations.

One a/c on Photo Reconnaissance was intercepted north of Orleans at 30,000 feet by three FW-190s without incident.

2. Flak

Rouen - meager and accurate tracking fire; some rockets.

Neuchatel - meager and accurate tracking fire.

Le Mans - moderate and accurate.

Flers - meager to moderate and accurate.

Seine River Area (NW of Paris) - meager to moderate and accurate.

Dreux - meager and inaccurate.

3. Observations

Four ships, 4926N-0034E, in Seine River going out to sea.

Camouflaged A/F, 4948N-0040E, in good shape.

24 oil tanks on Seine River from Quillebeuf, 4928N-0033E to 4928N-0038E, at 1327 hours, from 18,000 feet.

Two ships off Guernsey headed west at 1438 hours, from 15,000 feet.

Heavy military traffic just outside of Vernon moving southwest into city, 4908N-0127E, at 1345 hours, from 18,500 feet.

Military traffic at Bonnières-sur-Seine, 4903N-0135E, moving through town from west at 1350 hours, from 18,000 feet.

An A/F with 27 vehicles of unknown type on runway parallel to coastline St. Valery-en-Caux, 4954N-0032E, at 1354 hours.

Motorized convoy 45 miles in length stationary, 4818N-0122E, at 1257 hours, from 18,500 feet.

30 trucks parked in woods, 4840N-0115E, at 1350 hours, from 14,000 feet.

40 car trains standing in woods, 4938N-0132E, at 1336 hours.

Smoke flare or possible round rocket trail numbering between 10-60 seen up to altitude at Rouen, 1320 hours from 18,000 feet.

25 plus railroad cars stationary at railroad junction, 4938N-0108E, at 1327 hours from 18,000 feet.

20 vehicles on road southwest of Gournay moving toward coast, 4929N-0142E at 1450 hours, from 15,000 feet.

12 plus ambulances pulling trailer marked with light crosses going toward Paris, using three main highways, 3 to 4 on road to Dreux to Paris, 4 to 5 on road Rambouillet to Paris, 3 to 4 on road Chartres to Paris.

50 plus cars with red crosses moving out on end of woods, 4 VR-6040, at high speed.

20 plus Red Cross trucks at 4 VR-4435 have trailers.

A well camouflaged grass A/F running north and south, at 4 VM-3550 appeared serviceable.

Bridge being repaired at outskirts of Rouen, northeast side.

Grass A/F in good shape, with 9 dummy a/c dispersed at 4 VR-4848.

30 open, stanchion wagons at each end of tunnel, highly camouflaged, probably loaded, no locos visible at 4 VM-3534, 1030 hours.

Unusual heavy motor traffic on all roads towards and southeast of Paris.

30 plus ambulances moving west at Dreux.

Slit trenches about 50 yards apart and possible gun sites, unmanned, all along sides of all main railway from coast of Rouen, from 4,000 feet.

4. Damge to Enemy Installations

La Manoir Bridge - Fair Results

Portion of northern and southern spans have been completely knocked down from previous attacks. All traffic must move over a temporary structure that has been erected immediately east of original steel bridge. Six concentrations of GP bombs in and adjacent to target area. Smoke and debris cover target early in attack making it impossible to pinpoint strikes. At least four direct hits seen on rail lines along southern approach to bridge and additional hits seen on rail lines approximately 300 yards north of bridge. Indications are that temporary bridge is still intact.

St. Malo (gun battery) - Very Good Results

Excellent pattern of GP bombs squarely on the target which is probably completely destroyed by the attack.

Ile de Cezebre A & B (gun battery) - Very Good Results

Two targets in this area are close together. Each target was hit by three tight patterns of 2000 pound bombs and it is believed that both targets had been destroyed by the attack.

Battle Area Support - Fair to Good Results

Three forces attacked highways and other ground targets in assigned areas on both sides of the Seine River, as follows:

1st. Ten of the areas attacked with Good Results, fifteen - Fair, five - Poor. Thirty concentrations of approximately 400 GP bombs each burst in vicinity of rail and highway crossings in an area 7 - 30 miles south of Rouen, France. These concentrations all located south of the River Seine, in an area approximately 800 square miles. Bombs burst on railroad lines, primary and secondary roads and intersections and in open fields and in wooded areas adjacent to target areas.

2nd. Tactical targets in the Rouen area attacked by four combat wings. Patterns observed as far north as Doudeville and as far south as Foret Beaumont, east of Bernay, and from the western point of Font le Veque to the Foret la Londe, northwest of Elbeuf. Within this area, some 40 patterns of bursts are seen and it is probable that many others occurred but were not covered by pictures. On the whole the western part of the target was most severely hit.

Primary and secondary roads running to the Seine were cut in numerous places and other patterns were observed on river crossings and ferries with probably good results. In the vicinity of Brionne numerous patterns seen on rail facilities, and on a rail line leading to the tunnel between Brionne and St. Georges du Vivre.

3rd. Over half of the concentrations were on secondary roads. Most of the remainder were on primary highways and road junctions within the assigned target area. A few concentrations in railroad tracks and some in open fields.

+ It is evident that transport is denied the enemy to a good extent as the result of this attack, but it can by no means be assumed that access to the Seine Valley has been blocked.